

This catalogue covers all Triumph 6 cylinder models. There are a number of variations between models and years; please therefore be careful to order the correct part number for your model/year. If in doubt please quote the relevant details of the car and items required and request verification.

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SHOWROOMS & WORK SHOPS

S A H Accessories
Leighton Road, Linslade
Leighton Buzzard, Beds.

Tel: Leighton Buzzard
373022

COMPLETE ENGINE MODIFICATIONS 2 LITRE MARK II MODELS

STAGE I

By improving breathing efficiency in this stage of conversion, an increase throughout the power range is attained without any loss of tractability — with up to 25 BHP increase at the rear wheels. Using this conversion the economy can be retained at existing level whilst still being able to have the extra performance available when required.

	<u>Vitesse 2L II</u>	<u>GT6 II</u>	<u>2000 II</u>	Ref No. 65 <u>GT6 III</u>	Ref No. 65 <u>2000 II/TC</u>
BHP increase at wheels	20-25	20-25	20-25	20-25	20-25
Cylinder head Exch.	1076	1076*	1076*	1419*	1419
Exhaust manifold	1103	1103	1163	1103	1163
175 CD Carb Kit	1349AS	1349BS	1349BS	1349BS	1680S
Special Needles x 2				1348	1348
Special Advance Springs				1877	1877
Silencer system	863	930*	1208	1357	1208
Spark plugs x 6	B P7ES	B P7ES	B P7ES	B P7ES	B P7ES
Shims x 6	301	301	301	301	301
Gasket set — top	GEG 198	GEG 198*	GEG 198*	GEG 1193	GEG 1193.
Conversion fitted at our works - P.O.A.	1529	1512	247	1688	1691
Conversion kit only - TOTAL OF PARTS LISTED					

STAGE II

This conversion has been subjected to an early road test with a Vitesse Mk II where a reduction of 3.8 seconds was attained on the 0-80 mph time, together with a top speed of 116 mph. Ideal for the enthusiast requiring a performance car whilst being docile enough for town driving. Ideal for rally car performance.

	<u>30-32</u>	<u>30-32</u>	<u>30-32</u>	<u>30-32</u>	<u>30-32</u>
BHP increase at wheels	30-32	30-32	30-32	30-32	30-32
Cylinder head Exch.	1076	1076*	1076*	1419*	1419
Exhaust manifold	1103	1103	1163	1103	1163
SAH 307 camshaft <i>EXCHANGE.</i>	<i>1920</i>	<i>1920</i>	<i>1920</i>	<i>1920</i>	<i>1920</i>
Valve springs <i>SET</i>	1111-12	1111-12	1111-12	1111-12	1111-12
Silencer system	863	930*	1208	1357	1208
175 CD kit	1349AS	1349BS	1349BS	1349BS	1680S
Special needles x 2	1348	1348	1348	1596	1596
Sports coil	020	020	020	020	020
Shims x 6	301	301	301	301	301
Spark plugs x 6	B P7ES	B P7ES	B P7ES	B P7ES	B P7ES
Special Advance Springs				1877	1877
Gasket set — top	GEG 198	GEG 198*	GEG 198*	GEG 1193	GEG 1193
Gasket set — bottom	GEG 214	GEG 214	GEG 214	GEG 214	GEG 214
Conversion fitted at our works - P.O.A.	1530	1513	248	1689	1692
Conversion kit only - TOTAL OF PARTS LISTED					

STAGE III

For the maximum power attainable for a road car, the 40 BHP increase (at the wheels) from this conversion must be the answer. By using the Weber carburettors the increase in torque and top-end breathing is substantial enough to make any car a real pleasure to drive at speed. For road/competition work. GT6 II performance detail a saving of 4 secs on 0-70 mph and 8 secs on 0-100 mph. Top speed 125 mph, an increase of 20 mph approx.

	<u>40-44</u>	<u>40-44</u>	<u>40-44</u>	<u>40-44</u>	<u>40-44</u>
BHP increase at wheels	40-44	40-44	40-44	40-44	40-44
SAH Cylinder head Exch.	1076	1076*	1076*	1419*	1419
Exhaust manifold	1103	1103	1163	1103	1163
SAH 357 Camshaft - <i>OUTRIGHT ONLY</i> -	<i>1083</i>	<i>1083</i>	<i>1083</i>	<i>1083</i>	<i>1083</i>
Valve springs <i>SET</i>	1111-12	1111-12	1111-12	1111-12	1111-12
Shims x 6	301	301	301	301	301
40 DCOE Webers x 3	017	017	017	017	017
SAH inlet manifolds	1101	1101	1206	1101	1206
Throttle linkage kit	1207	994	1207	1447	1207
Silencer system	863	930*	1208	1357	1208
Sports coil	020	020	020	020	020
Spark plugs x 6	B7EC	B7EC	B7EC	B7EC	B7EC
Necessary jets and chokes	A/R	A/R	A/R	A/R	A/R
Special advance springs				1877	1877
Gasket set	GEG 198	GEG 198*	GEG 198*	GEG 1193	GEG 1193
Seals and necessary gaskets	6504	6504	6504	6504	6504
Conversion fitted at our works - P.O.A.	1531	1514	249	1690	1693
Conversion kit only - TOTAL OF PARTS LISTED					

Note: On these models please state reference number or engine number when ordering to enable correct components to be supplied.

1. Automatic models — require additional manifold Y piece, also stage III not recommended.
2. Exchange items — subject to deposit charges for kit purchases.

NOTE

Stage II Originally designed using 357 profile. Due to cost we have substituted 307 cam. For maximum performance use 357 (outright 1083) 307 cam uses same profile and lift but due to alternative original specification the actual timing is different.

Stage III As above - the cost can be reduced by using 307 profile (SAH 1920 on exchange)

COMPLETE ENGINE MODIFICATIONS 2 LITRE MARK I MODELS

STAGE I SAH Stage I conversion is designed to improve breathing throughout the rev range without loss of tractability. Highly recommended for a road car where town motoring is an essential part of daily travel. Main increase is from 2500-4500 rpm with a gain of up to 16 BHP at the rear wheels.

	<u>Vitesse 2 L Mk I</u>	<u>GT6 Mk I</u>	<u>2000 Mk I</u>
BHP increase	16-18	16-18	16-18
Cylinder head Ex.	737	737	737
175 CD Kit	1349As	1349As	1349s
Exhaust Manifold	924	924	290
Valve Spring x 12	368	368	368
Shims x 6	301	301	301
NGK plugs x 6	B P7ES	B P7ES	B P7ES
Gasket set - top	GEG 115	GEG 115	GEG 115
Conversion kit fitted - P.O.A.	1525	1509	491
Conversion kit only - TOTAL OF PARTS LISTED			

STAGE II This stage conversion produces an increase of up to 27 BHP at the rear wheels whilst still retaining full tractability for road/rally use. By using the 262 camshaft the main power is in the 27 00-5500 rpm range which is the most usable for road or rally use. 2000 Mark I models save 3 secs on 0-60 mph and 7 secs on 0-80 mph. Top speed 115 mph in 4th (overdrive).

	27-29	27-29	27-29
BHP increase	27-29	27-29	27-29
Cylinder head, Stage II Ex.	738	738	738
262 Camshaft Ex.	003	003	003
Valve Springs x 12	368	368	368
Exhaust manifold	924	924	290
175 CD kit	1349As	1349Cs	1349s
Shims x 6	301	301	301
NGK plugs x 6	B P7ES	B P7ES	B P7ES
Sports Coil	020	020	020
Gasket set - top	GEG 115	GEG 115	GEG 115
Gasket set - bottom	6504	6504	6504
Needles	6506-2D	6506-2D	6506-2D
Conversion kit fitted - P.O.A.	1526	1510	492
Conversion kit only - TOTAL OF PARTS LISTED			

STAGE III For improved top end power - where up to 35-38 BHP increase can be achieved by the substitution of the following items.

SAH 307 Camshaft - exchange
Competition valve springs
New needles

SAH 1920
SAH 1111-12

All exchange items are subject to deposit charges, as per price list, where applicable.

IMPORTANT NOTE - All complete engine conversions listed under this section (1- have been devised to obtain the best value for money for the performance obtained. They are a guide to the resultant performance that can be obtained with the rest of the vehicle being in good condition.

The conversions can be split into sections to enable funds/work load to be adjusted to suit circumstances.

On Mk II engine range - see also Page 1-30 re camshaft.

COMPLETE ENGINE CONVERSIONS FOR PETROL INJECTION MODELSSTAGE 1 Approximate increase at rear wheels - 22 BHP

Designed to increase mid range power for smoother acceleration together with improved tractability for town driving. This is achieved by improving gas flow and combustion efficiency. This conversion is also suitable for automatic saloon models (See Note).

	2.5 PI Ref 66	TR5-6 PI Ref 66	2.5 PI Ref 64/65	TR6 PI Ref 64/65
Modified cylinder head (ex)	1075	1075	1409/1419*	1409/1419*
Competition valve springs	1111-12	1111-12	1111-12	1111-12
Extractor exhaust manifold	1163	1079	1163	1079
NGK Spark plugs x 6	BP7ES	BP7ES	BP7ES	BP7ES
Rocker shims x 6	301	301	301	301
Distributor spring			1877	1877
Gasket set	GEG 179	GEG 179	GEG 1193	GEG 1193
Complete conversion fitted - POA	1177	1210	1177/73	1210/73
Conversion kit only - total of parts listed				

STAGE II Approximate increase at rear wheels - 30-35 BHP

For the performance required by the enthusiastic owner, this Stage II conversion is a must. Approximately 30-35 BHP increase at the rear wheels can be achieved with a minimal loss of low speed torque. The conversion is designed for modern traffic conditions, still retaining the necessary all round performance for a town/country car but with the power available when required. See note below.

	2.5 PI Ref 66	TR5-6 PI Ref 66	2.5 PI Ref 64/65	TR6 PI Ref 64/65
Modified cylinder head (ex)	1075	1075	1409/1419*	1409/1419*
Competition valve springs	1111-12	1111-12	1111-12	1111-12
Extractor exhaust manifold	1163	1079	1163	1079
Camshaft - 357 Exchange - Ref. 66		1083 Ex		
Camshaft - 357 Outright	1083 Out		1083 Out	1083 Out
Special silencer system	1208		1208	
Lucas sports coil	020	020	020	020
NGK spark plugs x 6	BP7ES	BP7ES	BP7ES	BP7ES
Rocker shims x 6	301	301	301	301
Gasket set - top	GEG 179	GEG 179	GEG 1193	GEG 1193
Gasket set - bottom	GEG 214	GEG 214	GEG 214	GEG 214
Springs - metering unit			1873	1873
Springs - distributor advance			1877	1877
Complete conversion fitted - POA	1178	1211	1178/73	1211/73
Conversion kit only - total of parts listed				

NOTE : When ordering please state correct reference number and/or engine number.

Automatic models: Stage I will also require special 'Y' piece SAH 1152
Stage II is not recommended - contact SAH

* See note on page 10-01/02 on engine number.

See pages 1-30 - 1-31 for further information.

STAGE II Camshaft - as note on page 1-30
This conversion was designed using the 357 cam - for maximum power this cam is recommended, which is on outright purchase (except TR5-6 Ref 66). However, for a road car the SAH 1920 cam (307) is more suitable (ie cheaper) - further details on page 1-30.

COMPLETE ENGINE CONVERSIONS FOR 2.5 LITRE CARBURETTOR MODELS

STAGE I

Designed to improve all round performance for general motoring by improving efficiency via the gas flowed cylinder head and exhaust manifold. On emission control models an increase of approx 18-22 BHP can be attained, on 2500 TC approx 12-15 BHP.

	TR250/6C Ref 61	TR6C Ref 65/6	2500/TC Ref 64/65	
Approx. BHP increase	18.22	18.22	18.22	
Modified cylinder head. ex.	1283	1419*	1419*	82.50
Competitive valve springs	1111-12	1111-12	1111-12	9.96
Extractor exhaust manifold	1079/544	1079	1163	62.50
NGK spark plugs x 6	B P7ES	B P7ES	B P7ES	
175 CD Stromberg carbs	1024	1024	-	
Rocker Shims x 6	301	301	301	
Special needles and springs	6506-1AS	6506-1AS	-	
Special advance springs			1877	
Gasket set	GEG 179	GEG 1193	GEG 1193	
Complete conversion fitted - P.O.A.	1213	1213/73	1682	
Conversion kit only - TOTAL OF PARTS LISTED				

STAGE II

For improved performance throughout the rev range this conversion is a must giving approx 25-30 BHP increase at the rear wheels whilst still being tractable for road use. Specially designed '357' camshaft produces maximum power in the 3000-7000 rpm range. Highly recommended as a road/rally conversion.

	25.30	25.30	25.30	
Approx. BHP increase	25.30	25.30	25.30	
Modified cylinder head. Ex.	1283	1419*	1419*	
Competition valve springs	1111-12	1111-12	1111-12	
Extractor exhaust manifold	1079/544	1079	1163	
SAH '307' camshaft	1920	1920	1920	
175 CD's Stromberg carbs	1024	1024	-	
Special needles	1348	1348	TBA (HS6)	
Rocker Shims x 6	301	301	301	
Lucas sports coil	020	020	020	
NGK spark plugs x 6	B P7ES	B P7ES	B P7ES	
Special Distributor	1375	1375	-	
Special Advance Springs			1877	
Gasket set - top	GEG 179	GEG 1193	GEG 1193	
Gasket set - bottom	GEG 214	GEG 214	GEG 214	
Complete conversion fitted - P.O.A.	1214	1214/73	1683	
Conversion kit only - TOTAL OF PARTS LISTED				

STAGE III

The ultimate for road/rally work, by the addition of the Weber carburettors a gross BHP figure of 155-165 at the flywheel is attainable. This unit is tractable enough for road work. When driven normally an overall consumption of 22-24 mpg is available, this with a top speed of about 125-130 mph (depending on gearing).

	42.46	42.46	42.46	
Approx. BHP increase	42.46	42.46	42.46	
Modified cylinder head. Ex.	1283	1419*	1419*	
Competition valve springs	1111-12	1111-12	1111-12	
Extractor exhaust manifold	1079/544	1079	1163	
SAH '357' camshaft <i>OUTRIGHT PURCHASE</i>	1083-	1083	1083	
Lucas sports coil	020	020	020	
Weber 40 DCOE x 3	017	017	017	
Inlet Manifolds	1098	1101	1206	
Throttle linkage kit	1131	1131/1207	1207	
Rocker Shims	301	301	301	
NGK spark plugs x 6	B7EC	B7EC	B7EC	
Necessary jets and chokes	A/R	A/R	A/R	
Special distributor	1375	1375	-	
Special Advance Springs			1877	
Gasket set - top	GEG 179	GEG 1193	GEG 1193	
Gasket set - bottom	GEG 214	GEG 214	GEG 214	
Complete conversion fitted - P.O.A.	1215	1215/73	1684	
Conversion kit only - TOTAL OF PARTS LISTED				

NOTE: * Depending on engine no. see 9-01

Exchange items - subject to deposit charges - for kit purchases.

TR250/6C models also require shorter push rods SAH1176 x 6

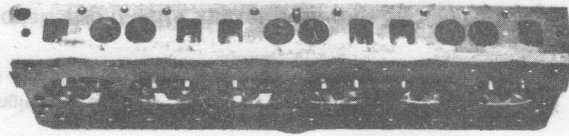
Automatic models - do not use stage II/III

- also require special Y piece SAH1152

SEE ALSO NOTES ON PAGES 1-30 + 1-31

6 CYLINDER SPECIAL ENGINE COMPONENTS

MODIFIED CYLINDER HEAD



2L MK I shown.

For increased efficiency with performance, the SAH modified cylinder head is a must. The modifications include enlarged and polished inlet ports, enlarged and smoothed exhaust parts, polished and reshaped combustion chambers to suit our master profile. The compression ratio is raised to 9.5:1 to enable 4 star petrol to be used (although this can be altered to your own requirements). Supplied on exchange less all valves and springs as follows:
Please check with page 9-01 for correct Ref No.

Model	Year	Ref No.	Part No. Exchange	Decarbonising Gasket Set	Valves	
					Inlet	Exhaust Each
Mark I Range:						
Vitesse 1600	62-64	61	001	GEG 185		
Vitesse 2 II	64-68	62)			122258	137841
GT6 2 II	66-68	62)	737	GEG 115		
2000 Mk I	64-68	62)				
Mark II 2000cc Range:						
Vitesse Mk II	68-71	63				
GT6 MkII/III	69-71	63	1076	GEG 198	146128	146084
2000 MK II	69-71	63				
GT6 MkIII	72-73	64	1409	GEG1204	146128	146084
2000 Mk II	72-73	64				
GT6 Mk III	73-74	65				
2000 Mk II	73-75	65	1419	GEG1204	146128	159872
2000 TC	75-	65				
2.5 litre Range:						
TR5/6 PI	68-72	66	1075	GEG 179	146128	149658
TR6 PI	73-75	64	1409	GEG 1193	146128	149658
TR6 PI	75-	65	1419		146128	159873
TR250 Carb	67-70	67	1283	SAH 1085	146128	149658
TR6 Carb USA	70-71	67	1283			
TR6 Carb USA	72-73	66	1075			
TR6 Carb USA	74-	65	1419	GEG 1193	146128	159873
2.5 PI saloon	69-71	66	1075	GEG 179	146128	149658
2.5 PI	72-74	64				
2500 TC	74-75	64	1409	GEG1204	146128	149658
2500 TC	75-	65	1419	GEG1204	146128	159873
2500 S Saloon	75-	65				

Plus surcharge in lieu of old unit, as price list.

STAGE II

Similar modifications to above but including further enlarging of inlet ports together with enlarged inlet valve seats to accommodate the SAH large valves. Recommended when full power is required from the engine together with increased mid range torque. Supplied with 6 inlet valves only, on exchange:

1600cc models	Ref. No. 61	002	}	855	137841
2 litre Mk I models	Ref. No. 62	738			

plus surcharge in lieu of old unit

- Note: 1. All SAH heads can have the compression ratio altered to suit your own needs be it raised for racing or lowered for low octaned petrol.
2. Cylinder heads can be supplied ready assembled, price on application.
3. Gasket sets include all necessary gaskets for replacement of cylinder head.
4. Subject to conditions as 10-01/2.

HEAD GASKET

Special shim-steel head gasket for use with SAH 196 conversion (1994cc) or 2 litre Mark I models for increased compression and reliability, each

974

SHIMS

Essential when fitting all above heads, these shims enable rocker angles to be corrected and easily adjusted, 6 required each

301

ROCKERS

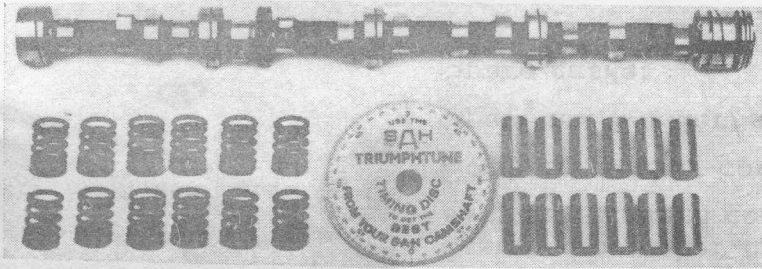
Standard Rocker arms	Left Hand	139896	2.50	
	Right-Hand	139897	2.50	
Adjusters	pre 75	57109	0.25	
	75 on	109495		
Lock nuts		57110	3p	

L30 set
2x25 = 34.50

SAH can offer a range of short engine assemblies on exchange or outright purchase for most models, or alternatively we can repair or rebuild your own engine to standard or modified specification. Prices on application.

1600cc and 2000cc Mk I Engines 1963-68

- STAGE I 262** This road/rally profile has been evolved over many years experience with Triumph engines enabling SAH to offer this profile for all road users requiring increased mid range performance without sacrificing all the low speed torque characteristics of the 6 cylinder engine. The wide power band from 2250-6500 rpm is ideal for town or fast road work using either Stromberg or Weber carburettors. Supplied on exchange plus surcharge in lieu of old unit. SAH 0003
- STAGE II** High lift/rally cam for larger carburettors or triple Webers where full benefit from this profile can be obtained. Exchange A faster cam can be used i.e. 357 but only on outright purchase. SAH 1920

2000cc and 2500cc Mk II Engines 1969-78

- 307** High lift/fast road cam specifically designed profile for the Mk II engines which will give good all round performance improvement. Available on exchange Ref. 18 SAH 1920
- 357** SAH offer for the Mk II range the following excellent SAH '357' profile. This unit has been specifically designed for this engine after much development to produce the required performance whilst still retaining adequate mid-range torque for roadwork. As Stage II/IV tune, up to 40 BHP increase is possible. Power from 2500-7500 rpm. Ideal for PI models where 25+ BHP increase is available. Ref. 18 models outright purchase only. Ref. 19 (page 9-02) - Exchange plus surcharge in lieu of old unit. SAH 1083
- Note: 1) 357 camshafts only available on exchange for TR5/6 PI models with CP engine number (not CR). All other models outright purchase only.
- Note: 2) For late models (CR) and 2000 Ref. 18. The 357 profile cam is the best unit available. We therefore suggest that this cam is purchased outright - 1083 + surcharge, when required for maximum performance.
- Note: 3) Ignition - All 1973 on vehicles - require distributor advance spring - U.S.A. emission models - require distributor Assy. SAH 1877 SAH 1375
- Note: 4) Automatic models - modified camshafts - please contact SAH for details.

COMPETITION VALVE SPRINGS

SAH strengthened type of valve springs specially designed for use with SAH camshafts available as follows:

All standard (not 19) and 262 profile cams. 12 required

As above but for 307/357 profiles. 1 set 12 prs

6.60 set
SAH 0368

SAH 1111

9.96

TIMING DEGREE PLATE

In order to assist purchasers of our special camshafts to install these correctly with the timing absolutely 'spot-on', SAH have introduced a special timing degree plate. There is only one way to set up your camshaft/valve timing, whether it is standard or a modified unit and that is the 'right way' with a degree plate to take out the guessing. A very worthwhile equipment item that will last you a lifetime.

SAH 1345

CAM FOLLOWERS

SAH lightened and hardened followers, manufactured to withstand increased lift speeds with maximum wear to cam profile. These unit have also been hardened to be compatible with SAH camshafts. 0.875" dia. price each

Note: Pre 1967 and 1600 models use smaller type (not 432) see 9-02 and note.

SAH 0432

2.95 x 12

CRANKSHAFT

For models with Ref. No. 21/22 see page 9-02.

For all 2 litre models later than the chassis number below SAH can offer a 2.5 litre conversion kit including crankshaft, pistons and necessary bearings and thrust to improve the torque and bottom end power as well as the total BHP output.

For GT6 and Vitesse range
For 2000 and 2000 TC models

SAH 1135A
SAH 1135

NOTE: For pre 1973 models modifications will be necessary to the cylinder head to retain compression ratio to at least 10.5 : 1. Price on application.

Chassis No.	Vitesse	-	HC 4501
	GT6	-	KC/D 5001
	2000 I	-	MB 93963

DISTRIBUTOR

SAH offer for all USA emission control vehicles a special distributor specially designed for use with the 357 camshaft - outright purchase

215512

For all 6 cylinder models from 1972 on, a pair of advance springs is available for the Stage I plus conversions to limit the advance curve of the engine - per pair
Also essential when converting PI to carburettors (1972 on)

SAH 1877

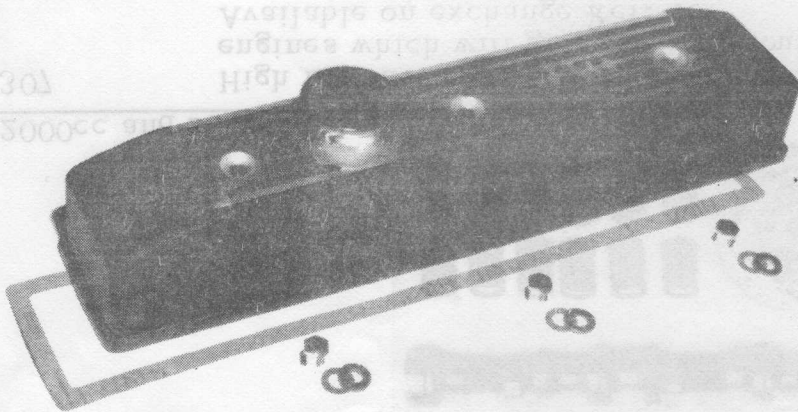
BALANCING

Engine balancing of all moving items connected to crankshaft ie, conrods/pistons, flywheel, clutch cover, front extensions and bolts for assembly as a unit (pistons off the rods). For smoother engine operation and longer life - also extends operational RPM. Allow 10-14 days for this service - balancing service only

SAH 0772

SAH ROCKER COVER

SAH special cast aluminium rocker cover designed to enhance the appearance of all 6 cylinder engines. Specially finished in black crackle finish with chrome plated removable filler cap. Cover is supplied with three chrome fitting bolts and washers, and new gasket.



The SAH cover is designed for direct replacement of the standard rocker cover and is supplied with specially designed breather tube to suit the standard connections

Complete rocker cover kit	SAH 1166
Spare nut/washer/seal	SAH 1166/2
Spare gasket	SAH 1166/1

METERING UNITS

Metering unit springs for all models after 1972 for Stage I + modifications - per pair
Recommended for fitment at our works only

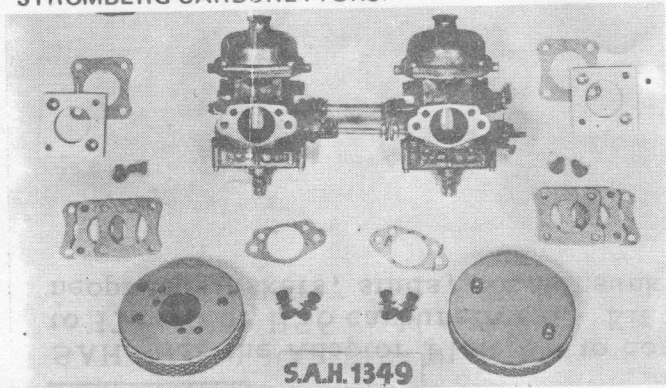
SAH 1873

PUSH RODS

For all USA emission control cars where the SAH cylinder head is used. Shorter push rods are also required, and not the rocker shims - price each

149513

STROMBERG CARBURETTORS:



S.A.H.1349

- 2 litre Vitesse 1/11
- GT6 I/II
- 2000 Mk 1
- 2000 Mk II
- 2000 TC (SU carburettor type)
- GT6 III

Note: When fitting the above carburettor kits to the following vehicles it is necessary to use special needles manufactured for SAH to obtain correct mixture settings:

- | | | | |
|-------------------|------------|---------------|------|
| 2 litre II pre 72 | Ref No. 63 | Stage I plus | each |
| 2 litre II 72 on | Ref No. 65 | Up to Stage I | each |
| as above | | Stage II plus | each |

ADAPTORS

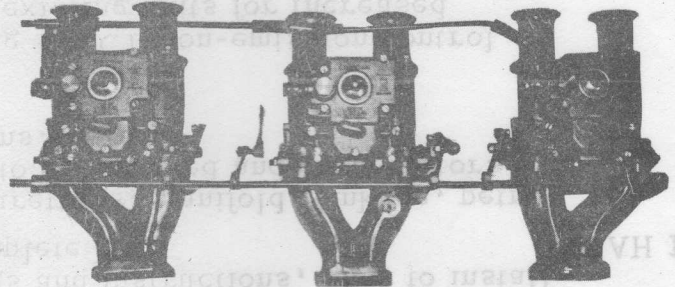
Special adaptors for 1600 Vitesse Stromberg to Solex manifold, each
SAH adaptor plate kit for fitting 175 CD or 1 3/4" SU carburettors to 150 CD Stromberg manifolds including studs, nuts, screws, plates and special neoprene gaskets, per pair

CARBURETTORS

150 CDS carburettors per pair

WEBER CARBURETTORS:

For maximum performance together with reliability then the Weber DCOE carburettor is a must. The efficient carburettors give good performance from a standard engine or maximum BHP for outright racing application. Easily rejettet to suit individual engines thereby obtaining the best for your requirements. Using these triple 40 DCOE carburettors on the 2 litre Mark II as our Stage III conversion - up to 165/170 BHP is available at the flywheel for road/competition use.



Weber 40 DCOE carburettors - as used in SAH conversions

Weber 45 DCOE carburettors - for racing application

Note: Above carburettors are not supplied ready jetted - approx cost £5 per carburettor.

INLET

MANIFOLDS

SAH cast aluminium inlet manifolds to suit all 6 cyl models supplied complete with 'O' rings, studs, nuts and washers as a set of three:

- | | | |
|---|-------|----------|
| 2 litre Mk II Vitesse/GT6 Mk II/III | per 3 | SAH 1101 |
| 2000 Mk II/2.5 PI Mk I/II | per 3 | SAH 1206 |
| 2000 TC/2500 S/etc | per 3 | SAH 1101 |
| TR5 & 6 PI | per 3 | SAH 1101 |
| TR6C after 72, Ref No. 65/66 | per 3 | SAH 1098 |
| TR250/6C pre 72, Ref No. 67 | per 3 | SAH 6501 |
| Spare set of fittings for all above manifolds, studs, nuts and 'O' rings, 3 per set | | |

LINKAGE KIT

SAH special throttle linkage kits, including heater hose connections, are designed to enable easy installation of above set-up onto particular cars, supplied with instructions as follows:

- | | |
|---|----------|
| GT6 Mk I/II or 'Rod' Vitesse | SAH 994 |
| All cable operated models, ie PI, 2000 II, Vitesse models | SAH 1207 |
| GT6 Mk III | SAH 1207 |
| TR250 and 6C models | SAH 1131 |

FILTER REGULATOR

Special filter regulator unit for improving economy as well as reducing fuel starvation/ blocked jet, etc. At least 8% improvement with up to 32% available on some models, full instructions supplied - fits all cars:

- | | |
|--|------------|
| Complete kit for 2 litre and over models | SAH 1485/3 |
| Complete kit for up to 2 litre models | SAH 1485/2 |

FUEL PUMPS

Electric high pressure type, carburettor spares and filters, etc, see page 2-66.

For all 2 litre models and 1600 if bored out to 1994 cc, this 175 Stromberg conversion is highly recommended. The all round improvement in torque and mid range acceleration is very substantial, especially if Stage I/II is being considered. SAH recommend this carburettor set-up as the second stage to any modification on this range of cars.

Carburettor kit is supplied complete with adaptors, linkage, carburettors, air filters and needles (not 1348/1596) available in the following kit forms:

SAH 1349AS

SAH 1349BS
SAH 1680S
SAH 1349BS

SAH 1348

SAH 1348

SAH 1596

SAH 5046

SAH 1635

SAH 398CDS

£125

£80

133061 +

PI MODELS Also see Pages 2-38 and 2-39 for fuller details

For the owners of PI models requiring more economy, reliability, etc. SAH have developed the following conversions:

Twin 150 Stromberg conversion comprising all necessary fittings for easy installation. This carburettor set-up gives the PI saloon good all round performance especially at low speed and easily obtains an economy figure of 28-32 mpg. The performance up to 4500 rpm is still acceptable for the economy minded owner with an approximate loss of 6 BHP at 90 mph.

Complete kit ready to install on all saloon manual gearbox models

SAH 1644

Similar to above but for automatic models

SAH 1653

The above conversion kits include - carburettors, manifold, linkage, petrol pump and all fittings to enable injection to be removed and carburettors to be fitted. Supplied complete with full instructions.

On 1972 on models use distributor springs SAH 1877 as well.

TR5/6 PI MODELS

SAH offer for these models a 175 Stromberg kit to replace the injection system. To obtain improved reliability and retain good performance whilst obtaining an economy figure of approx 24-28 mpg. Especially suitable for the town or high mileage owner who requires a fast, reliable and economical sports car whilst still being able to obtain the performance when required. Kit is supplied with all necessary fittings and instructions, easy to install and very worthwhile. All models - complete kit

SAH 1642

The above conversion kit includes carburettors, manifold, linkage, petrol pump and all fittings to enable injection to be removed and carburettors to be fitted. Complete with full instructions.

TR250 & 6C MODELS

For these models SAH offer the following 175 CD non-emission control carburettors as a direct replacement of existing units for increased performance especially in the mid rev range and also the ability to alter needles and tune carburettors to suit individual requirements, supplied as a pair of carburettors

SAH 1024

REPLACEMENT STROMBERGS

150 & 150 CDS Strombergs - standard type of carburetors - can be used as standard replacement to existing carburetors (where fitted). Might require operating lever to be changed and needle changed to suit your applications - price per carburettor

150 CD as fitted pre 1968

SAH 1811 F & R

150 CDS as fitted '68 - '71

SAH 0398 F & R

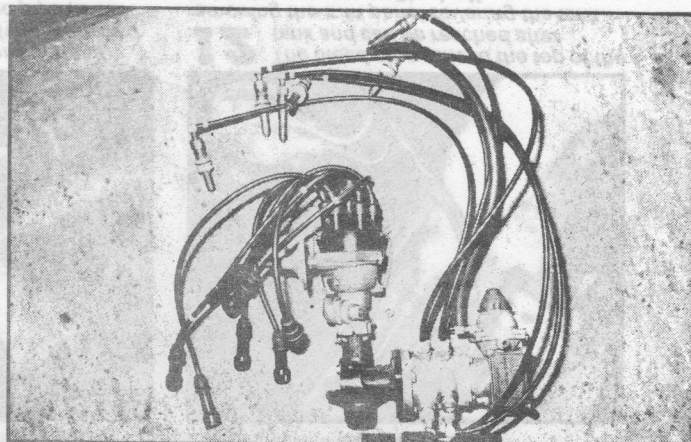
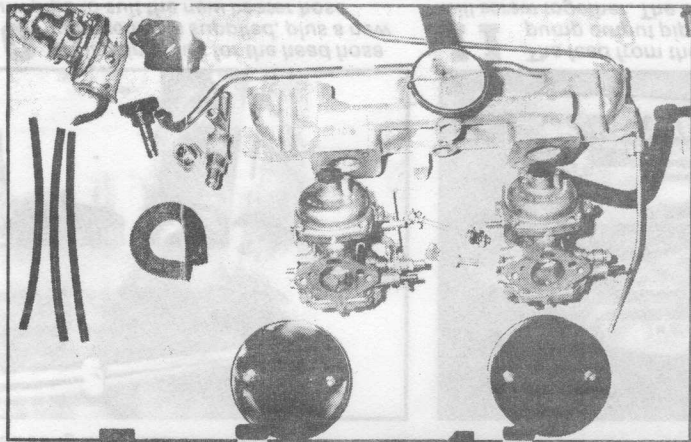
Above carburetors do not have spring-biased needles.

ADAPTORS

SAH offer the Adaptor Plate Kit to convert mountings from 150 CD inlets to 175 CD or HS6 carburetors. Kit includes all parts for fitting - plates, neoprene gaskets, studs, countersunk screws etc.

SAH 1635

£12.50



Injecting new life into a Triumph

Martyn Williams shows how S.A.H. turn a Triumph 2.5 P.I. into a T.C.

THERE has long been a steady trickle of mail concerning both the thirst and high repair costs on the fuel injection systems of ageing Triumph 2.5 PI motors, but since the sharp rise in petrol prices, readers' enquiries have developed into a positive flood.

Many owners have noticed that the Triumph 2000 Mk II and the 2500TC models have basically the same engine, and are equipped with nice simple carburettors. The usual question we get asked is can the swap be done?

Yes it can, and to answer all the questions we visited Dunham and Haines Ltd., at Leighton Buzzard, where they are doing brisk business fitting their SAH twin carb kits to all fuel injected Triumph cars.

Although they do a lot of regular maintenance on the Lucas petrol injection systems, including overhauls of the metering units for as little as £30 in some cases, the economics of switching to carbs can be very attractive if replacements are necessary.

The cost of an exchange metering unit for instance, is over £70, and the pump is another £60 plus VAT. Injectors don't come cheap either at about £12 each. They can sell you a new twin-carb SAH conversion kit for £204.80 plus VAT which is complete right down to the last nut and bolt. The automatic transmission cars cost a little more at £231.80 due to the more complex throttle linkage.

The kits normally use 150 CD Stromberg carburettors, but they also sell a 175 (1 1/4 in.) kit to those who are more interested in performance than economy, usually for the TRs. The bigger carburettors give a higher top speed, but don't give as much torque in the lower rev range. This kit costs £239.00 plus VAT.

Removing all the PI bits and pieces couldn't be simpler, but if you are not keen about re-timing the distributor and tuning the carbs D&H will do it for under £70 plus VAT.

Before removing the distributor, it's easier to re-time if you rotate the engine to the firing position on number one cylinder as indicated by the timing marks when the rotor

(Above, left): SAH think of everything including supplying the correct needles for the 2.5 litre engine. The kit contains about a hundred individual items

(Above, right): The most complex lump to remove is the metering unit show here complete with the distributor. Re-installing the distributor on the new shorter mounting flange is no problem — note that the mechanical tachometer drive (if fitted) is an integral part of the distributor.

arm is pointing to number one HT lead.

The distributor can now come off to let you get at the metering unit which can be removed complete with the distributor pedestal and injectors after the fuel feed and return pipes have been removed. Fuel spills can be minimised by carefully clamping the rubber feed pipe connected to the petrol tank.

The small-bore return pipe on the edge of the unit's mounting flange needs to be fastened back and permanently blanked off to prevent fuel spillage.

The new shorter distributor drive gear can be fitted (see Photo 4), and the blanking plate on the block removed to accept the petrol pump. Make sure the pump arm goes on top of the cam lobe or it can break off and fall into the sump.

Fit the petrol feed pipe to the pump using the adaptor pipe supplied with the kit.

Once the injector manifold is off, the steel heater pipe from the back of the water pump can be changed for the new return pipe which joins to the water-heated manifold banjo. The outflow hose to the manifold at the front requires the thermostat housing hex plug to be removed and a nozzle from the kit fitted.

The three central injector studs will have to be removed to allow the long manifold retaining bolts to be fitted. Clean up the head and exhaust manifold faces and fit the new gasket and manifold.

Fit the heater hose banjo and the front nozzle to the manifold and connect up the heater hoses plus the servo and distributor vacuum pipes. The crankcase breather diaphragm

valve is fitted with a short hose to suit the centrally-positioned pipe on the PI rocker box. The original throttle and choke cables will fit the carb linkages, and the fuel pipe is supplied with a tee piece and rubber hoses to suit.

The automatic models have a kick-down cable which fits onto the linkage bracket. There are no hassles here as long as you make sure the cable has the same amount of slack as before and the crimped stop isn't tight up against the end of the screw adjuster.

Once everything is bolted together up front, it only remains for the supply pump and filter assembly (and surge reservoir on early models), to be removed from under the panel in the boot.

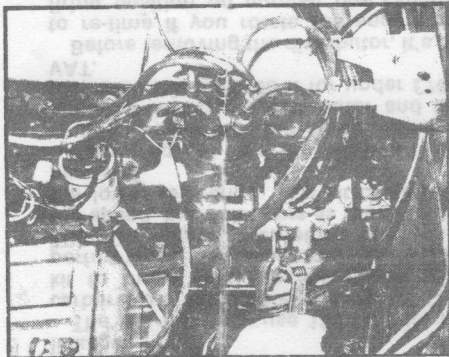
Unbolt the fuel assembly and the filter after connecting up the supply and feed pipes (see Photo 11). The pressure bleed pipe is blocked off at the tank. There are no problems to sealing pipes to the tank as the petrol cap is vented.

Make sure the throttles are synchronised and fully closed before starting. The initial setting of the knurled adjusters at the base of the carburettors should be three turns down after the top of the jet has been brought to a flush position on the bridge.

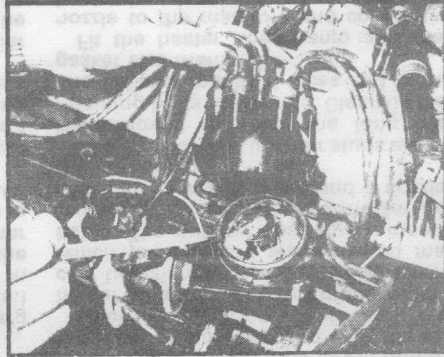
With the 1 1/2 in. carbs correctly set up, the difference in the initial surge of full-throttle response is noticeable, but the mid range performance is quite good.

Fuel consumption comparisons vary a lot according to the driver and how good/bad the PI system was. In general terms you should be able to get between 25 and 30 mpg from the carburettor conversion.

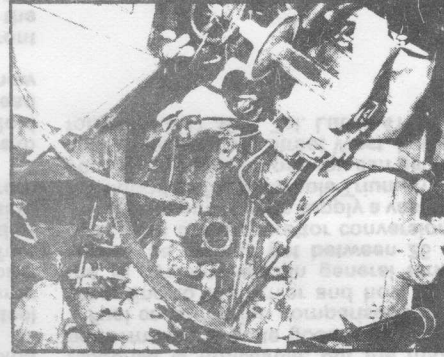
Dunham and Haines supply a vast range of SAH goodies for the whole Triumph range. If you want to know more you can get in touch with them at: Park Street West, Luton, Bedfordshire LU1 3BH. Tel. Luton 411311.



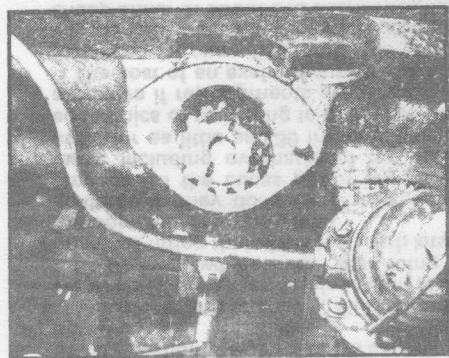
1 The two steel pipes are the feed (being loosened), and the return (just above left). Only these two need be separated and the rest removed with unit.



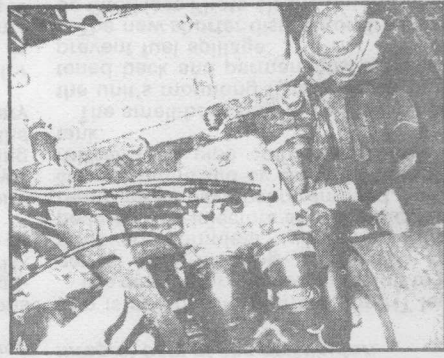
2 Unless someone's been monkeying around with the distributor, the rotor arm indicates the firing position on number one lead as shown.



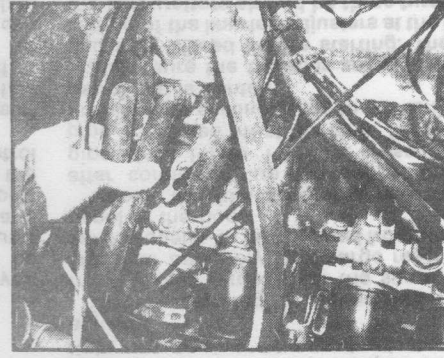
3 New distributor mounting uses a different style of distributor clamp, so timing will definitely need resetting once they are swapped.



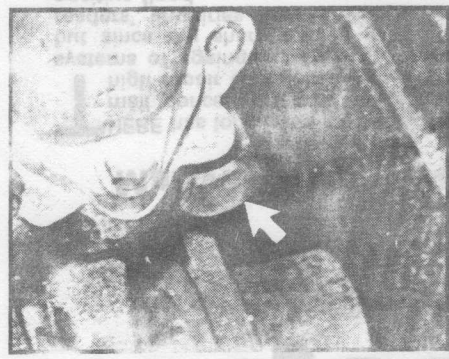
4 A new short distributor drive gear is supplied with the kit, and this is installed in the position shown, with the offset slot in the...



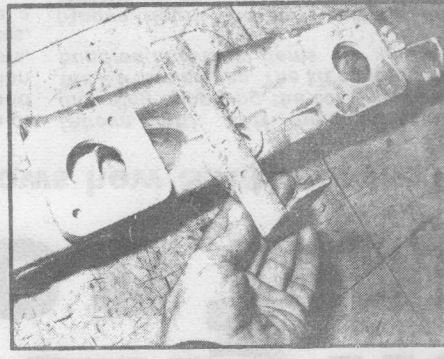
5 ... top biased to the left as viewed. Discard the original rocker box breather which is replaced by a diaphragm valve breather system.



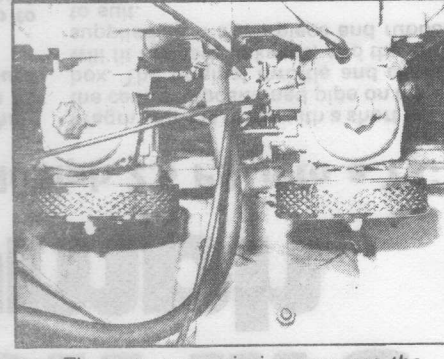
6 The injector manifold is not water heated so the heater hoses go direct to the engine. The carburettor manifold is hooked up with new hoses.



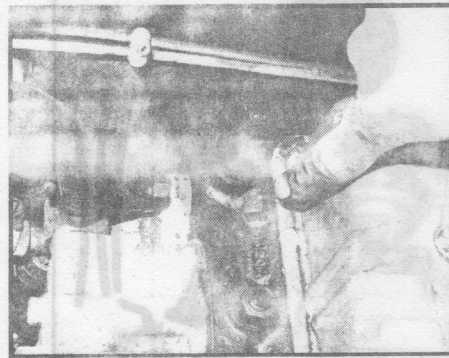
7 Removing the blanking plug (arrowed), to allow a manifold hose nozzle to be fitted can be difficult — soak with penetrating oil while still warm.



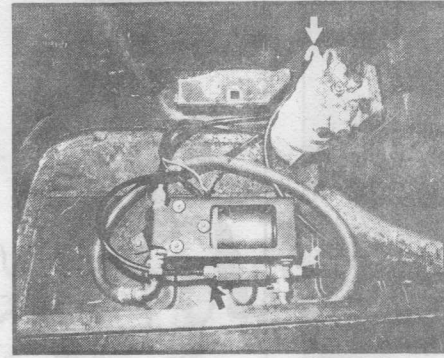
8 You may have to replace the water pump in severe cases. SAH supply a simple throttle bracket for the manual cars which operates from below.



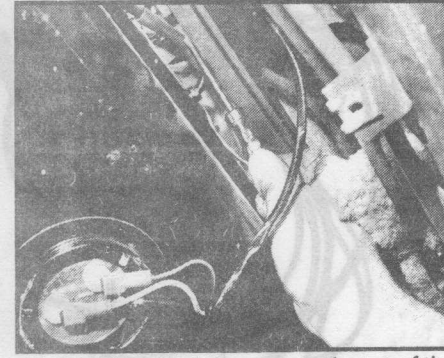
9 The auto transmission cars use the standard top entry bracket to allow for the kick-down cable operation.



10 A blanking plug for the head hose connection is supplied, plus a new return pipe to suit the new heater hose manifold connection banjo.



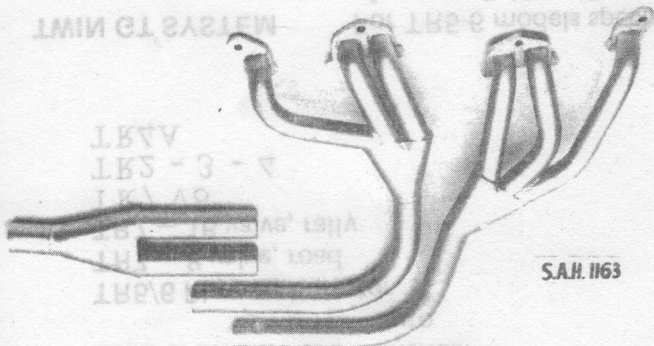
11 The feed from the tank and the pump output pipes (white arrows) will screw together. The bleed pipe (black arrow) is discarded.



12 The bleed pipe runs to the top of the tank and can be reached after removing the trim panel covering the tank behind the rear seat. Blank off.

The SAH high efficiency extractor exhaust manifold is specially designed to suit individual models. By using individual pipes to each port and to a tuned length (room permitting) of tube, efficiency is improved therefore BHP and economy is noticeably increased - up to 6 BHP on some models.

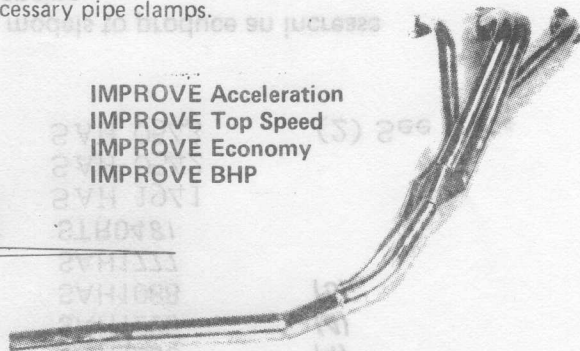
Each manifold is jig built by our own craftsmen using the latest type of mandrel bender to obtain minimum distortion and maximum diameter on all bends for greater efficiency. The steel tubing is then assembled and welded for greater reliability and the complete manifold is finished in heat resistant silver and supplied with necessary pipe clamps.



SAH 1163

SAH

- IMPROVE Acceleration
- IMPROVE Top Speed
- IMPROVE Economy
- IMPROVE BHP



EXHAUST MANIFOLD

Model	Year	Notes	Part No.	Gasket No.
Herald 1200/12-50	1963-67	6	389	GEG 615
13/60	1967-71	2/1403	913	GEG 648
Spitfire I/II	1963-66	6	389	GEG 615
III/IV 1300/1500cc	1967-77	2/1293	913	GEG 648
Toledo 1300/1500	1970-76	2/1403	1320	GEG 648
1300 SC FWD	1966-70	2/1338	1323	GEG 648
1300 TC FWD	1968-70	2/1339	1323	GEG 648
1500 FWD	1970-73	2/1403	1323	GEG 648
1500 TC RWD	1973-76	2/1338	1320	GEG 648
Dolomite 1300	1976 -	2/1403	1320	GEG 648
1500/HL	1976 -	2/1338	1320	GEG 648
1850 & 1850 HL	1971 -	6/2-1499	1426	GEG 677 + 2x676
Midget 1500cc	1974 -	6	1771	GEG 648
Mini FWD 1000-1296cc 'LCB'			XM1CRH	
Vitesse 1600 & 2 litre Mk I	1960-68	6	924	GEG 613
2 litre Mk II	1968-71	6-924/1	1103	GEG 682
GT6 Mk I	1966-68	6	924	GEG 613
GT6 Mk II/III	1968-73	6-924/1	1103	GEG 682
2000 Mk I	1965-69	3/2-1403	290	GEG 613
Mk II & TC	1969 -	6/3/2-1403	1163	GEG 682
2.5 PI Mk I/II 2500 TC & 2500S	1968-75	3/5/6	1163	GEG 682
TR 3 4 4A			536	11 3/22 x 2
TR5 & 6 PI	1967-76		1079	GEG 682
TR2500 & TR6C carburettor	1966 -	4	1079	GEG 682
TR7 2 litre, 8 valve engine	1975 -	6	1778	GEG 677 + 2x676
TR7 2 litre, 16 valve engine	1975 -	6	1782	STR 0328
TR7 LV8			1940	GEG 092 x 8

- Notes:
- 2 - Adaptor sleeve required to fit standard downpipe, part no. in italics
 - 3 - Y piece required for automatic models - 290 manifold SAH1538/1163 manifold SAH1152
 - 4 - For cars with single downpipe standard Y piece 544 also required, unless SAH 1088 is used
 - 5 - For 1973- Ref No. 64 models - spacers for injection linkage required 2 x 1547
 - 6 - Replacement Y piece for these models add suffix -/1 to part no. i.e. 389/1

REPLACEMENT GT SILENCERS

SAH designed straight-through replacement silencers fitted with large bore acoustic tailpipe - specially designed for direct replacement of existing unit to obtain improved appearance and efficiency.

- Herald 1200-13/60 SAH 1464
- Spitfire III/GT6 I SAH 1461
- Vitesse 1600 SAH 1463
- Vitesse 2 litre I SAH 1462
- Vitesse 2 litre Mk II SAH 1496
- Spitfire I/II SAH 1460

SAH GT Twin Silencer specially designed to use existing mountings - straight through - with twin chrome tailpipes:

- Spitfire Mk IV & 1500 SAH 1507
- GT6 Mk II/III SAH 1506



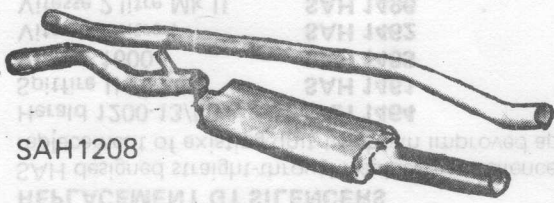
SAH 1506

All SAH systems are specially designed for modern traffic conditions producing an increase in BHP whilst still retaining adequate silencing for town work. All SAH systems are designed to obtain the maximum performance with attractive appearance. They are supplied complete with instructions and all fittings.

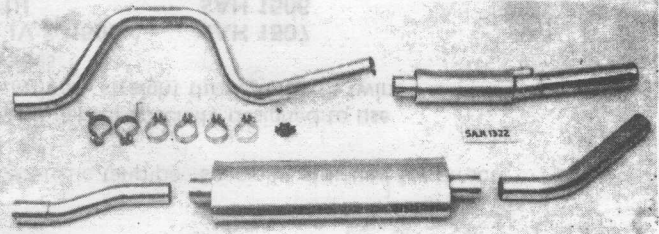
Available as follows:—

GT SYSTEM

Specially designed for all models as listed. These systems can produce an increase of up to 19 BHP on an otherwise standard car. Each system finishes with a large-bore chrome-plated acoustic tailpipe. Designed to fit SAH manifold but with adaptor sleeve, can be adapted to suit standard downpipe:



SAH1208

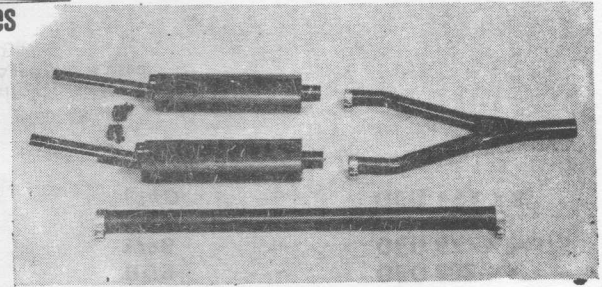


SAH1322

SAH accessories

DUAL SILENCER SYSTEM

Each system tailored to suit models as below, supplied complete as photo with all pipe clips, mountings and instructions as necessary. All pipes manufactured in heavy gauge steel tubing and the silencers are aluminized for increased life with tailpipe chrome plated. Highly recommended by many Triumph owners. Designed for fitments to SAH manifold but by addition of adaptor will fit STD downpipe.



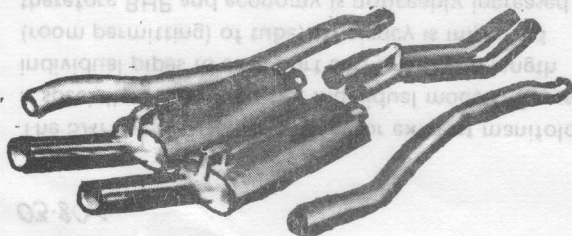
All parts are available separately as per instruction sheet.

Model	SAH Type	Part No.	Note
Herald 948-1200 13/60	Dual	SAH863	(2) 1405 (13/60 1339)
Spitfire I—II— III	Dual	SAH930	(2) 1405 (III 1404)
IV all models	Dual	SAH1357	(2) 1404
1300 FWD models	GT	SAH365	(2) 1405-SC(1404-TC)
1500 FWD	GT	SAH1322	(3)
1500 TC	GT	SAH1548	(2) 1597
Toledo 1300	GT	SAH1321	(2) 1337
1500	GT	SAH1321	(2) 1597
Dolomite 1300	GT	SAH1548	(2) 1597
1500/HL	GT	SAH1548	(2) 1337
1850HL	GT	SAH1790	(2) 1499
Sprint — road	GT	SAH1611	
Sprint — rally		STR0093	
Midget 1500	GT	SAH1772	
Vitesse 1600 & 2 litre I	Dual	SAH863	(2) 1404
2 litre II	Dual	SAH863	
GT6 I	Dual	SAH930	(2) 1404
II	Dual	SAH930	
III	Dual	SAH1357	
2000 & 2.5 PI/TC/S — manual	GT	SAH1208	(4)
— auto	GT	SAH1209	(4)
TR5/6 PI or carburettor	Twin GT	SAH1088	(5)
TR7 — 8 valve, road	GT	SAH1777	
TR7 — 16 valve, rally		STR0481	
TR7 V8	Twin GT	SAH 1941	
TR2 - 3 - 4	GT	SAH 0542	
TR4A	GT	SAH 0543	(2) See Cat.

TWIN GT SYSTEM

For TR5-6 models specially designed for these models to produce an increase of approx 5-10 BHP on an otherwise standard engine.

System is supplied with twin pipes and 2 silencers, clips and mountings. Each silencer is finished in large bore chrome plated acoustic tailpipe for pleasing exhaust note without drumming. Each silencer finishes either side of centre of car.



- Notes:
- (2) Adaptor sleeve required when connecting to standard downpipe.
 - (3) Up to WB 30386 use adaptor SAH 1404. From WB 30398 and future use adaptor SAH 1337
 - (4) When required for 2000 models standard downpipe use SAH 1404
 - (5) Carburettor models — single downpipe also requires SAH 544 'Y' piece to twin pipes



Electronic Ignition by Mobelec :

- * No contact breaker maintenance
- * Lower overall fuel consumption with maintenance
- * High electrical efficiency - current saved, particularly during idling, will permit use of heated rear window
- * High energy spark prevents plug fouling and ensures smooth idling
- * Colder spark plugs may be used
- * Good cold weather starting
- * No contact bounce effect - full power at maximum engine speeds

SAH offer the following systems :

<u>I30</u>	Inductive discharge system for standard vehicles adaptor plate as below	SAH 1560
<u>Max</u>	Inductive discharge electronic system for standard cars utilising standard contacts	SAH 1560A
<u>Magnum</u>	Inductive discharge system designed for road/performance vehicles giving adequate output to suit all needs. Requires adaptor plate as below	SAH 1808
<u>Grand Prix</u>	High energy capacity discharge system including H/P coil for maximum power on road/competition vehicles - sharpens engine performance and gives full benefits of electronic ignition especially when high rpm is being used. Requires adaptor plate. For cars with electrical tachometer - a converter 1565/6 is also required.	SAH 1561A
<u>ADAPTOR PLATES</u>	When installing the above Grand Prix/Magnum systems to all cars, a special adaptor plate will be required - a selection is listed below under part number 1588- ORDER AS : 1588-065 etc.	SAH1588 -
	Lucas distributors - all 4 cyl models	-065 B4
	Lucas distributors - Sprint prior to mid 1976	-064 B4
	Lucas distributors - 6 cyl models	-065 B6
	Lucas V8 distributors - Stag, Rover V8/TR7 V8	-014 B8
	Ford 4 cyl clockwise rotation - V4 & OHC	-001 B4
	Ford 4 cyl anti-clockwise rotation - 1.1/1.3 & OHC	-002 B4
	Delco distributor - Spitfire/Viva 4 cyl range	-007 B4
	Delco distributor - GT6/6 cyl Vauxhall range	-007 B6
	Delco D300 distributor - Saab 99, 1850/Dolomite 1850/ Vauxhall OHC - TR7 8V	-008 B4
	Bosch V4 - Taunus/Saab (anti clockwise) early 1967/68	-023 B4
	Bosch V4 - Taunus/Saab (clockwise) late	-005 B4
	Bosch - Saab 99 2 litre and injection models	-005 B4
	Bosch - 6 cyl models	-022 B4
	Ducellier distributor - Simca, Daf, etc - E20 systems	-144
	Simca, Daf, etc - Magnum system	-144 B4
	A full range to suit all models is also available - details on request.	
<u>REV III</u>	For E20 system only - enables electric tacho to work correctly.	
<u>COUNTER</u>	Lucas/Jaeger, pre 1974	UTC 2
<u>ADAPTOR</u>	All makes from 1975 on	UTC 5
<u>SAH 1565</u>		SAH 1565
<u>SAH 1566</u>		SAH 1566

COIL

Magnum Coil For Max or Magnum inductive discharge systems
Negative earth

SAH 1567

Mobelec High power coil for all ID/CD and standard ignition systems
up to 35% high output voltage and spark energy available - see note

SAH 1567/1

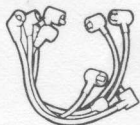
NOTE

A ballast resistor is required (except E and Grand Prix system) with the above coils - unless one is fitted standard.

UNIPART

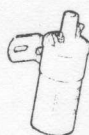
Quality made, ready assembled ignition leads for most models with low voltage drop ± radio suppressed.

IGNITION LEADS



Herald, pre 1967, side entry
 Herald 1967 on, all 1300/1500 models
 Spitfire models 1967 on
 All 2000/2.5 screw in type
 2000/2.5 push in type
 TR5-6 models
 Dolomite 1850
 Dolomite 2 litre/ Sprint
 TR4/4A
 TR7, 8 valve
 Stag
 TR8 - ROVER SD1

GHT 136
 GHT 146
 GHT 152
 GHT 141
 GHT 145
 GHT 156
 GHT 147
 GHT 148
 GHT 154
 GHT 167
 GHT 153
 GHT 165



SPARK PLUGS

Lucas sports coils for fitting to any standard car to improve spark output throughout the rev range especially fast motoring, all models
 Note: 1972 on models require ballast and resistor to be bypassed.

SAH 0020

After extensive dynamometer testing and road use we have every confidence in strongly recommending the following range of NGK type spark plugs for every type of driving condition be it city traffic, fast road use, rallying or competition use. These plugs having a very wide heat range will give extremely reliable and satisfactory service under all these conditions.

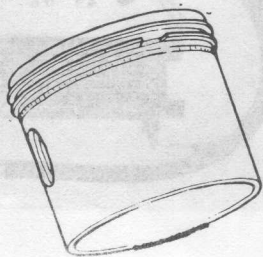
Model	Std	Stage I	Stage II	Stage III	Competition
Herald	BP6ES	B7ES	B7ES	B7EC	
All 1200 cc	BP7HS	B7HS	B7HCS		B77HC
All 1300 cc	BP6ES	B6ES	BP7ES	B7EC	
All 1500 cc	BP6ES	B6ES	B7ES	B7EC	
Dolomite - 8 valve	BP5ES	B6ES		B7ES	B7EC
Spring/TR7 - 16 valve	BP5EFS	BP6EFS			
TR7 - 8 valve	BP5ES	B6ES		B7ES	B7EC
All 6 cyl models	BP6ES	BP7ES	B7ES		B7EC

NGK plugs are available to suit all models of cars and motor bikes.

Note - B7ES is now superseded by BP7ES



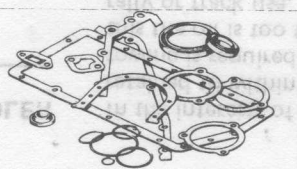
PISTONS



SAH offer this range of oversize pistons of top quality manufacture using only 3 ring type of design as illustrated. Specially designed as follows. Plus .020" oversize only, priced each.

1200 cc	137206 20
1300 cc	155907 20
1500 cc	155169 20
Dolomite 1850 & HL 8V	RTC 2314
Sprint 16V	UKC 2483 20
TR7 2 litre 8V Europe	UKC 8519 20
2 litre Mk I	Ref No 62)
2 litre Mk II	Ref No 63)
2 litre Mk II	Ref No 64/65)
2.5 litre	Ref No 66)
	149976 20
	158112 20
	148118 20

GASKET SET LOWER



Bottom end gasket set to complete rebuild of engine when used with decarb set.

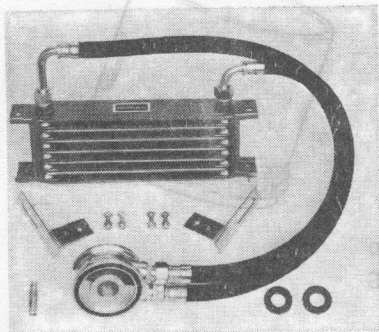
Up to 1300 cc 4 cyl models prior to 1971	GEG 216
1300 & 1500 cc models, 1972 on	GEG 279
Triumph 1300 FWD range	GEG 215
Triumph 1500 FWD range	GEG 279
Dolomite - 8 valve	GEG 282
Sprint/TR7 - 16 valve	GEG 283
TR7 - 8 valve	GEG 278
All 6 cylinder range	GEG 214

OIL COOLER KITS

In the interests of reliability SAH recommend and use oil cooler kits on all our cars to ensure oil temperature is retained to within safety levels. This is essential when any competition or sustained high speed work or caravan towing is required. It is well known that oil must be retained below 100°C to obtain maximum reliability, over this the oil is too thin and cannot do it's work correctly. By using the SAH kit safety can be maintained for road, rally or track use.

The kits are available as follows:- A complete kit using standard size radiator or as installation kit plus oil radiator of your own choice.

Radiator size is given in number of cooling rows. Hoses are made to allow your own easy installation as they are not made up.

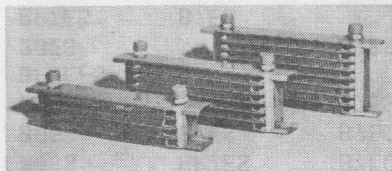


	Complete Kit	Radiator Size	Installation Kit
All small Triumph models including 1500cc	SAH 1950	10	SAH 1300
Triumph Spitfire Mk IV 1500	SAH 1956	10	
MG Midget - all models		13	SAH 1309
Vitesse/GT6 RHS	SAH 1952	10	SAH 1302
Vitesse/GT6 LHS		10	SAH 1305
2000/2500 Saloon range Std filter	SAH 1954	10	SAH 1306
2000/2500 Saloon range spin on filter type			
TR2-3-4A etc	SAH 1951	13	SAH 1304
TR5-6-all models	SAH 1953	13	SAH 1303
Dolomite 1850 & Sprint - road special		7	SAH 1307
TR7 8V and 16V - Road	SAH 1955	13	SAH 1307 A
TR7 V8 3550cc	SAH 1957	13	
Stag V8		13	SAH 1308
Saab V4		10	SAH 2036
Saab 99 - all models		10	SAH 2005
Range Rover/SD1 3500cc		13	SAH 1775
Maxi 1750 HL spin on filter		13	SAH 1776

NOTE: Full range of kits to suit most makes are available. Price on application.

RADIATORS

Special oil cooler radiators with 1/2" BS unions and twin mounting brackets:



STONEGUARDS

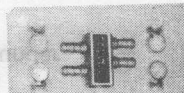
Specially designed for individual size radiators for protection from larger stones. Finished in galvanised silver (not required for 1307/2036/1303)

130mm Extra large	16 row	SAH 571	10 Row Radiators	SAH 1444
100mm Race/Rally	13 row	SAH 570	13 Row Radiators	SAH 1445
75mm Standard	10 row	SAH 572	16 Row Radiators	SAH 1446
For Dolomite Sprint special size radiator		SAH 1823		

NOTE: For hot climates or competition use increase radiator by one size.

OIL STAT

Special oil thermostat for all types of oil coolers with 1/2" dia. hoses. This unit enables oil radiator to be by-passed until temperature of oil reaches 75°C. Highly recommended for the UK. Complete with necessary hose clips.



SAH 1043

LEYLAND MOTORSPORT OIL COOLER KITS COMPLETE

Model	Kit Part No.	Model	Kit Part No.
MG Midget (1275cc)	C-AJJ 3323	Maxi 1500, 1750, HL and Automatic (Cars with screw on oil filters only)	STN 0044
Austin Morris/Wolseley 1800 (1964-75)	C-AJJ 3337	Maxi automatic (Cars with separate element filter)	STN 0078
1100/1300 range	C-AJJ 3384	Allegro 1500, 1750 HL and Automatic	STN 0047
Mini, Mini Cooper and 'S' Mini		Princess 1800 Manual	STN 0048
Clubman (Manual) and 1275 GT	C-AJJ 4030	Princess 2200 Manual	STN 0050
Mini Clubman (Automatic)	STN 0126	MGB	STN 0035
Triumph Toledo	C-AJJ 4054	2200 Saloon (Old type - not Manual)	STN 0059
Marina 1.3	C-AJJ 4077	MG Midget (1500cc)	STN 0075
Marina 1.8	C-AJJ 4073	Range Rover	STN 0114
Triumph Dolomite Sprint	STN 0003	TR7	STN 0085
Allegro 1100 and 1300	STN 0012		
Allegro 1300 Automatic	STN 0070		

As above but designed for full competition application and are supplied complete with remote oil filter assembly.

Dolomite Sprint	STN 0055	TR7 16V	STN 0120
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AUTOMATIC TRANSMISSION COOLER KITS

SAH offer a universal transmission cooling kit for all Borg Warner 35/65 automatic models. These are essential for towing and/or if continental driving is envisaged, in the interest of reliability. Complete with radiator, hoses and instructions, etc.

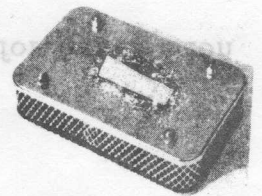
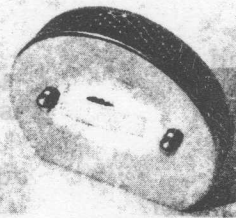
Automatic Transmission oil coolers are available for the following models:

Princess Automatic (1800 & 2200)	STN 0049	Austin-Morris 2200/Wolseley Six (pre 1975)	STN 0058
Dolomite Sprint	STN 0083		

SAH 1788

RAM PIPES

For the sporting motorist — gives increased air-to-fuel ratio and attractive appearance. Available in two designs, long trumpet or short with gauze cover. Bright silver finish. Easily fitted directly to carburettor air intake.



Chrome plated and highly efficient.

The mesh element ensures excellent filtration with maximum performance.

This element is easily removed for cleaning and never needs replacing.

RAM PIPES

AIR FILTERS

		Short	Long	each
SU	HS2 1¼"	400		372
	HS4 1½"	1743	553	558
	HS6 1¾"	584	552	294
Stromberg	125/150CD/S	401	1744	948
	175CD-2 bolt	584	552	294
	175CDS-3 bolt			*1350/1350T
Weber	28/36 DCD	1742		*2037/2173
	40 DCOE	†		258
	45 DCOE	†		351

DIAPHRAGM

GASKET SET

each	each
521153	763 (CD) 1347 (CDS)
512278	765
JS 499	1347
	2194
	564
	564

NOTES:

Ram pipes and filters are available to suit other carburettors — price on application.

When fitting either units it may be necessary to change the needle to correct mixture settings. All air filters have washable wire gauze filling.

* SAH 1350 — 1¼" deep for Dolomite/TR/Saab
SAH 1350/T — 1¼" deep for 2000/GT6/Vitesse

* SAH 2037 — 1¼" standard
SAH 2173 — 1¼" Saab Stage IV

† Stoneguard for fitting to standard ram pipes 40/45 DCC7E — Each SAH 1408

A full range of Weber and Stromberg spares are available.

DAMPER OIL

For all Stromberg carburettors — specially designed damper oil to give correct resistance, can also be used with SU carburettors, per 3oz can

SAH 1269

STROMBERG TOOL

Special adjusting tool for use with 1970 on carburettors which have adjustment through top of piston

SAH 1722

SU

Polished dashpot covers to improve appearance on all cars.

For 1¼" carburettors

each

SAH 1740

For 1½" and 1¾" carburettors

each

SAH 1741

FUEL PUMPS

SAH offer the following range of electric fuel pumps to suit all requirements. Essential for any competition work and desirable for modified cars to ensure adequate supply at all times.

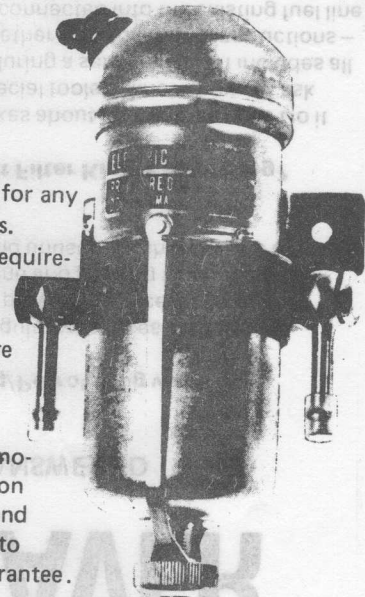
Mitsuba Solenoid piston type pump. Highly reliable with adequate supply to meet all requirements; fitted with integral filter and all pipe connections for easy installation.

Complete with instructions

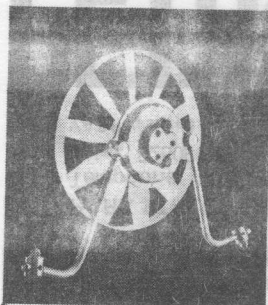
SAH 430

Twin SU This complete twin pump kit is recommended for any race or rally work where safety is uppermost. Kit is supplied complete with all fittings and instructions, complete

STN.0004



KENLOWE ELECTRIC COOLING FANS



317/L illustrated

Specially designed to automotive application, these world famous Kenlowe thermo-static cooling fans are supplied in a complete kit ready for installation. Elimination of power loss from standard cooling fan. Increased fuel economy by up to 16% and cuts out fan noise. Fully automatic — requires no maintenance. Fully adjustable to suit car and conditions. Manual override always available. 12 months written guarantee.

Specially designed kits for models as below:

Herald/Spitfire I/II

(117/S)

SAH 1236/1

Toledo & 1500/TC, TR2-3A

(117/S)

SAH 1236/1

GT6, TR4-6 & TR7 models

(127/L)

SAH 1236/3

2000 & 2500 Saloon Range/Stag

(127/L)

SAH 1236/3

Dolomite & Sprint — special kit

(317/L)

SAH 1236

Saab V4 — special kit

(617/L Saab)

SAH 2030

Rover 2000/2200 & TC

(127/LR2)

SAH 1236/5

Rover 3500 All models

(127/LR35)

SAH 1236/4

Range Rover/Land Rover + SDI

(127/L)

SAH 1236/3

Mini 850-1000-1275

SAH 1236/6

Mini Clubman

SAH 1236/7

Spitfire III/IV, 1500cc

SAH 1236/8

MARINA 1-8

SAH 1236/9

DUNHAM & HAINES LTD

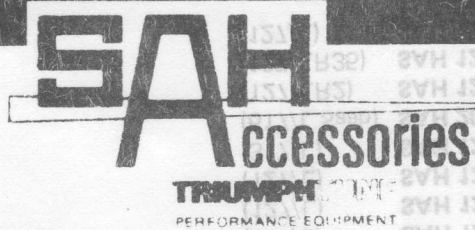
Distributor for Fover Triumph Daimler Jaguar Land-Rover Leyland ST
Dealer for Austin Morris MG

PARK STREET WEST, LUTON, BEDS. LU1 3BJ

Telephone: (0582) 411311

Telex: 825091

VAT Registered No. 196 3877 05

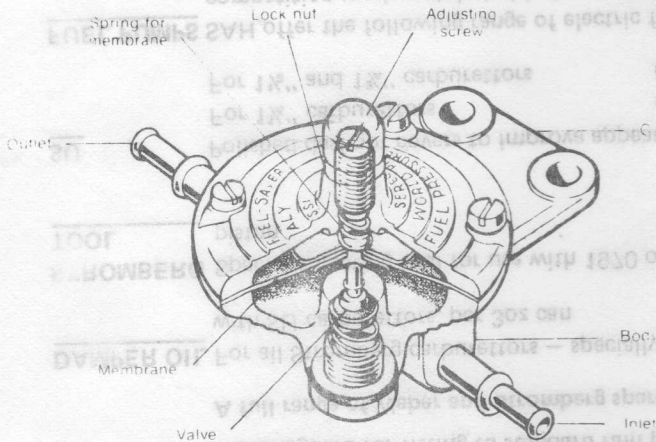


PETROL KING FUEL-SAVER

Malpassi

YOUR QUESTIONS ANSWERED

Economical Standard Model. Same design and construction as the Filter King but without the glass bowl and Filter. Built for Petrol Economy and Performance only.



Q How do Filter King/Petrol King work?

A The pressure flow regulator reduces carburettor needle-valve flutter, preventing excess petrol from flowing into the engine and passing through to the exhaust unburned and unused – a sheer waste of money!

Q How easy is it to fit Filter King/Petrol King?

A Very easy. Fitting takes about 30 minutes only. Do it yourself, without special tools or know-how, or ask your garage to fit it during a service. The kit includes all necessary parts, together with full fitting instructions – the units are simply connected into the existing fuel line between the petrol pump and the carburettor(s).

Q What effect will the Filter King/Petrol King have on the performance of my vehicle?

A They should improve it. In addition, the regulating mechanism on the units will show benefits in starting and idling. High speed performance and acceleration could also be much better.

Q What other benefits will I notice after fitting the Filter King?

A The large combined fuel filter and water-trap result in a drastic reduction in carburettor wear, and the inconvenience and trouble that can result from dirty fuel. Water in petrol is not uncommon nowadays, resulting in seriously impaired carburettor performance, especially on multiple-choke models and where emission control equipment is fitted. Why take chances? Filter King is well worth its cost for the filter and water trap alone.

Excess unburned raw fuel can lead to oil dilution, resulting in low oil pressure and sticking valves and rings, fouled spark plugs and a sooty exhaust. By preventing these problems, Filter King also improves performance and tractability . . . gives a smoother, more flexible engine, with higher performance for mile after mile, month after month!

Q How long will the Filter King/Petrol King last?

A They could easily last you a life-time. Simple to remove, they can easily be installed on your next vehicle. A full range of spares is available, should they ever be required.

★ Already used by most factory teams

★ A must with high pressure pumps and multiple carb settings

★ Cuts fire risks and flooding troubles

★ Maximises engine power and torque

★ Improves reliability and holds engine tune

★ Helps starting and really saves fuel too

(Not suitable for fuel injection or diesel models)

The same percentage improvement in economy can be obtained with the Petrol King as with the Filter King from the chart overleaf. The units are supplied in various settings to suit pressure requirements of the engine used, but are fully adjustable.

See page 2-70 for application

DUNHAM & HAINES LTD
 incorporating **SAH**
Accessories
 MANUFACTURERS OF PERFORMANCE EQUIPMENT

Park Street West, Luton, Beds. LU1 3BH


Telephone Luton 411311

Telex 825091


FILTER KING




Already used by most factory teams

A must with high pressure pumps and multiple carb settings 

Cuts fire risks and flooding troubles

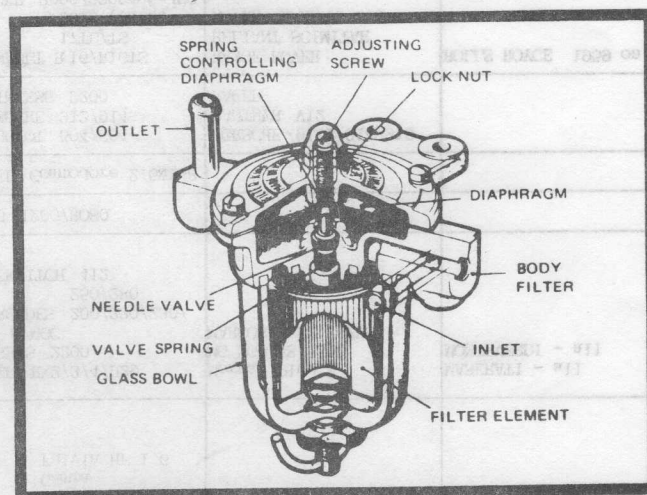
Maximises engine power and torque 

Improves reliability and holds engine tune

Helps starting and really saves fuel too 

The Filter King is a reliable and well-proven fuel-pressure regulator, patented worldwide and used by Ford, Vauxhall, Chrysler, Lancia and Fiat factory competition teams. It is also fitted as standard on Alfa Romeo and Maserati road cars. It incorporates a large and highly-effective filter and water trap with a replaceable paper filter element and is supplied complete with a bracket and installation kit for quick and easy fitting in any engine compartment or in the car boot.

The Filter King contains a very sensitive diaphragm which controls fuel pressure and petrol flow by acting on a needle-valve inside the Filter King body. When fitted in the fuel line between the petrol pump and carburettor assembly it reduces the fluctuating pressure to a steady level but without restricting the fuel flow. The carburettor needle-valve is then better able to control fuel entering the float chamber to maintain a constant level, something it was designed and assumed to do automatically but which, in practice, it



only does tolerably well. The result is that starting, idling and progression are all noticeably improved, carburettor settings are more stable, carburation is cleaner throughout the engine speed range, and acceleration and maximum speed and power are at their best.

Without a Filter King, carburettor settings may have to be weakened to give acceptable running, especially at low speeds, which adversely affects performance, and the risk of flooding carries a constant fire risk, especially with high pressure electric fuel pumps or in hot weather.

Hot starting can be difficult if not impossible.

For all tuned and competition engines, multiple carburettors, and high pressure fuel pumps the Filter King is a MUST, with yet another bonus - improved fuel consumption!

Easy to install.

All instructions supplied.

Various settings to suit different cars - as per list overleaf.

Used and approved by carburettor specialists everywhere.

Available under our part no:

SAH 1485- (1, 2, 3, 4, 5)

See page 2-70 for application

TEST RESULTS - FILTER KING

Publication	Car Used	% Consumption Improvement
R.A.C. certified Road Trial	Morris Marina 1.3	10.6%
Horse and Hound	Land-Rover	21%
Reading Chronicle	Ford Escort 1100	11.6%
Sunday Telegraph	BMW 2002	21.4%
Daily Mirror	Ford Escort Mexico	14%
Midland Bank Ltd.	Ford Escort 1300	16.8%
British Leyland (Canada)	Austin Marina 1.8	10.5%
Sunday Times	Ford Capri 3000	33.6%

APPLICATION GUIDE

SETTINGS

	-1	-2	-3	-4	-5
A	AUSTIN 1100/1300 Allegro 1.1&1.3 Mini 850/1000	AUSTIN 1300GT. Maxi 1500/1750/SS/ 1800/Allegro 1500/1750 Healey Sprite 950/1100/1275 ALFASUD & TI AUDI 80 & 80L/GL	AUSTIN 3-lit. Healey 100/3000 ALFA ROMEO 1300/1600/ 1750/2000 ALFETTA 1 6/1.8/2.0/GT AUDI 100L & LS	ASTON MARTIN 6cyl. AUDI 100GL/Coupe S	AC V8 Models ASTON MARTIN V8 (carb)
B	BLMC Mini 850/1000 BOND Bug	BEDFORD CF Vans /CA BOND Equipe BMW 1600/1602/316/1500	BMW 1800/2000/2002/2500 /2800/318/320/520/ 525/528	BMW 3.0/3.0S/3.3L(carb) BRISTOL 6 cyl. models	BENTLEY 1959 On BRISTOL V8 Models
C	CITROEN 2CV/3CV/2CV4/ Amis/Dyane 4/6 Mehari CLAN CRUSADER	CITROEN GS1016/1D/DS19/Ami Super COMMER 1725/1600 Vans COLT 1400/1600 CHRYSLER Alpine	CITROEN GS/1220 DS21/CX 2000/2200 CHRYSLER 160/180/2 0 COLT 2000	CITROEN DS23 (carb)	CITROEN-MASERATI (carb)
D	DAF 32 & 44 DATSUN 1000/100A/ Cherry	DAF 55 & 66 DATSUN 120/1400 DAIMLER 250 - V8/2 8 XJ6	DATSUN 1 6/1 8/200	DAIMLER Double 4 DATSUN 240/260Z/240K/ 260/C	DE TOMASO V8
F	FIAT 500D/F/R-600/D 850/S/133/850Tvan FORD Anglia 997/1200 Cortina 1200 Escort 1100 Popular 1100	FIAT 850 Special/Coupes 126/127/ 131 - 1.3 & 1.6 1100/124/128 FORD Capri & Cortina 1 3&1.6/GT-OHV Escort 1300/GT Popular 1300 Mexico and all Corsairs RS Escort 1600 Taurus 12M/15M/17M	FIAT 124 sport -1.4/1.6 /1.8/125/125S/128/ coupe-1.3 132 - 1400/1600 -1800/ 128-3P coupe - 1300/2300 - coupe FORD Consul 2 0 /2 5 Cortina 2.0-1.60HC Transit OHC1600/ 2000 Zephyr/Zodiac Mk3 Escort 1600 sport RS Escort 1800/2000 Taurus 20M/26M	FIAT Dino 2 0/2 4 130 & Coupe FORD Capri 3000 Granada 3000 Zodiac Mk IV Transit V6 Capri RS3100	FERRARI 275/330/365 Dino 308 GT/GTB/B/Boxer
G	GINETTA G15	GINETTA G21		GILBERT Invader	
H	HILLMAN Imp & Imp Sport Husky HONDA N360/N600/S800/ Civic/1200/1500	HILLMAN 1.5/1.6 1725/GT/GLS Avenger 1250/1300/1500/1600 /GT/GLS Minx & Hunter Humber Sceptre			Iso - V8
J		JAGUAR 2 4/2.8/3.4/3.8	JAGUAR 4 2 E /XJ6	JAGUAR XJ12 (carb) JENSEN-Healey 2.0 JEEP Wagoneer/CJ6/CJ7	JENSEN Interceptor & CV8/FF/SP
L		LADA 1200/1500 LANDROVER 2.3/2.6 LOTUS Europa 1.7/ Elan/Europa twin- cams. Elan Sprint, 130B-Valve New Elite 500 Series Elite/Esprit/Eclat LANCIA Fulvia 1.2/1.3. Beta1.4/1.6	LANCIA Beta 1.8/2litre Flavias 2000 (carb) Gamma Fulvia HF 1.6		Lamborghini - all
M	MAZDA 1000/1300 & 1500 MORRIS 1000/1100&1300 Marina 1.3	MAZDA 1600/1800/616/818 MORGAN 4/4 - 1600 MORRIS 1800/Oxford * Marina 1 8 MG Midget 1100/1275/MGB MOSKVITCH 408 MARCOS 1600	MAZDA RX2/3/4/929 MORRIS 2200 MG & MCC MERCEDES 200/220/230/ 250/280 MOSKVITCH 412	Morgan Plus 8 MG MGB V8 3500 MARCOS Ford V6/Volvo	MASERATI - all MONTEVERDI - all
N	NSU Prinz 4L	NSU 1000/1100	NSU 1200/RO80		
O		OPEL Kadett/Manta/GT/Rekord/Ascona	OPEL Commodore 2.5&2.8		
P		PEUGEOT 104/204/304/404 PRINCESS 1800 POLSKI FIAT 125P	PEUGEOT 504/604 PORSCHE 912/914 PRINCESS 2200	PORSCHE 911T/914/916 PANTHER V12 PACER	
R	RELIANT Rebel/Regal/ Robin/Kitten RENAULT R4/R6/R5TL/R8- 1100	RENAULT R 12/TL/TN 15/TL/TS/TR R5TS ROVER 90 RILEY Elf	RENAULT R 16/R16TS 17TL/TS 30TS (carb) ROVER 2000/2200Auto/SC /TC 100/105/110	RANGE ROVER RELIANT SCIMITAR ROVER 3500/V8 3.5	ROLLS ROYCE 1959 on
S	SIMCA 1000 SKODA 1000/S100/Octavia	SAAB 96 - V4/99/850 SIMCA1100/1300/1500 SKODA 1100/S110/Coupe SINGLER Vogue 1600/1725 SUNBEAM Rapier/Alpine1600/1725/GLS			
T	TOYOTA 1000/1500/1600/ 1900/Carina/ Corolla TRIUMPH 1300/Toledo	TOYOTA 1200 Coupe/Celica/Celica GT/ Crown2300/2600 TRIUMPH 1500/Spitfires/2000/GT6/GT7 Dolomite/Vitesse1.6/2.0	TRIUMPH Dolomite Sprint 2500/TC/TR3/4 Stag TOYOTA Landcruiser	TRIDENT V 6/V8	
V	VANDEN PLAS 1100 VAUXHALL Viva/Chevette 1159/1256 VOLKSWAGEN 1200	VANDEN PLAS 1300/1500 VAUXHALL Victor/1500/1600/1800/2000 /2300 Cavalier 1.6/1.9 Victor/Magnum/VX VOLKSWAGEN 1300/1500/1600/Beetle/ Golf 1100/1500/1600/ Passat 1100/1500/1600/ Camper VOLVO 144/122/P18/B18/B20	VAUXHALL Viscount/ Cresta/Ventora VOLKSWAGEN K70,PassatTS Scirocco 1.5/ 1.6 VOLVO 244/245(carb)	VANDEN PLAS V12 (carb) VOLKSWAGEN K70 100HP VOLVO 164/264(carb)	
W	WARTBURG Kni 312	WOLSELEY 1300/1500/1800	WOLSELEY Six/ 2200HL		

STANDARD SPARES

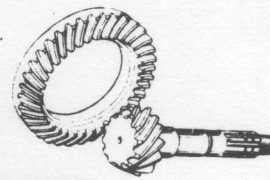
PARTS	Engine	1147-1296cc	1296/1497cc	OHC 8V	OHC16V
	Year	1964-74	1974	1970	1974
Timing Chain		105131	105131	212958	216484
Tensioner		42425	42425	151089	C36617
Top Guide Chain				147907	
Lwr Guide Chain				148115	
Oil Seal Frt		100499	UKC 1110	UKC 3344	UKC 3344
Oil Seal Rr		143456	143456	143148	143148
<u>BEARINGS</u>	Std. quoted.	10, 20, 30 also available			
Con Rod		RTC 1749	RTC 1754	RTC 1756	RTC 1756
Main		RTC 1759	RTC 1753	RTC 1755	RTC 1755
Thrust)	144781	144195	144799	144799
Std. or + .005)					
<u>PISTON RING SET</u>	Per Piston.	Std. +20 also available			
Piston Ring Set		RTC 2433(1300)	BHM 1175 (1500)	RTC 2431(1.85) RTC 2425(22)	RTC 2425
<u>VALVE GUIDE</u>	Each				
Inlet		58923	58923	142476	UKC 1974 1.70
Exhaust		58923	58923	142476	UKC 1975 1.52
<u>VALVE SPRING</u>	Each				
Outer			157229	151763	151763
Inner			157476		
Single		136487			
Oil Pump		217058	TKC 1975	215573	215573

PARTS	6 Cyl Engine	2000 - II	2 Litre - II	2 Litre - II	2.5 Litre
	Year	72	72 - 74	74 - 77	68
Timing Chain		105131	105131	2H 4286	2H 4286 16.30
Tensioner		42425	42425	145866	145866 0.27
Cam Gear		35960	35960	145865	145865
Crank Gear		119389	119389	145864	145864
Oil Seal Frt		123456	UKC 1110	UKC 1110	UKC 1110 1.45
Oil Seal Rr		143456	143456	143456	143456 2.60
<u>BEARINGS</u>	Std. quoted.	10, 20, 30 also available			
Con Rod		See SAH	RTC 1751	RTC 1751	RTC 1751
Main		See SAH	RTC 1752	RTC 1752	RTC 1752
Thrust)	144195	144195	144195	144195
Std. or + .005)					
<u>PISTON RING SET</u>	Per Piston.	Std. +20 also available			
Piston Ring Set		RTC 2428	RTC 2428	RTC 2428	RTC 2430
<u>VALVE GUIDE</u>	Each				
Inlet		58923	58923	58923	58923
Exhaust		111869	111869	111869	111869
<u>VALVE SPRING</u>	Each				
Outer Double					149623
Inner Double					102564
Single		136487	157229	157229	157229 0.54x1.2
Oil Pump		217488	217488	217488	217488 ?

SAH offer the following range of axle ratios enabling you to obtain the best alternative for your application. Lower the ratio No. (3.27) = higher gear ratio = more mph per revs.

As there are numerous variations to axle types and ratios fitted on Triumph cars, it is essential to check carefully your model and chassis number, etc, to ascertain the correct reference range to suit your car. See page 9-02 for details. For TR7 5 speed models alternative ratios are being developed at present.

ENTER DETAILS FOR YOUR CAR HERE: Ratio Std Ref No



CROWN WHEEL & PINION = MATCHED PAIRS

Axle Ratio	SAH Ref No.	For Triumph axle types see Page 9-02
5.38	25	28
4.89	26	29
4.875	*C	30
4.55	*C	31
4.30	*C	STN 0130
4.11	SAH 1619	STN 0129
3.89	*C	SAH 0042
3.70	SAH 1617	SAH 0362
3.63		SAH 0041
3.45	SAH 1618	STN 0137
3.27		SAH 0361
3.08		SAH 0040
		SAH 0306
		SAH 0918
		SAH 0044
		TKC 3282
		SAH 0308
		SAH 0289
		TKC 2946
		SAH 0045
		TKC 2945

*c These ratios are available and can be easily fitted - contact SAH for details

CARRIER Wherever possible the Standard Carrier is used, but in some cases it is necessary to change this with a ratio. The changes are listed below.

Ref No.	Standard only	or	Alternative
25	Standard only	=	302155 or STR 0226 POWRLOK
26	21H 5478	except 3.27	= 307642
27	3.89	= 21H 5478	3.27 = 307642
28	See SAH		
29	Standard only	=	302155 or STR 226 POWRLOK
30	3.89	=	305778 3.27 = 307642
31	Standard only	=	RTC 2061 or STR 0533 POWRLOK



HYPOID UNITS are available to suit some of the above ratios - but not all - POA

TR7 Full competition axle assembly for TR7 models with 5.38 ratio and fitted with a limited slip unit - 5 speed models only. Special propshaft for use with above only. Above also requires upper trailing arms, panhard rod and fittings, Price on application.

STR 0418 STR 0419

LIMITED SLIP AXLE

Salisbury limited slip differential unit for fitting to all 25/29 type cars after 1965. Essential for competition work especially rally/race application. For all TR 2000/2.5, Dolomite Sprint and TR4A-6 models Homologated for GR I in Sprint models

STR 0226

TR7 (5 speed axle) Rover SD1 range

STR 0533

NO MORE

Slipping on wet or icy surfaces.

NO MORE

Wheel spinning on gravel.

Complete assembly as supplied.

NO MORE

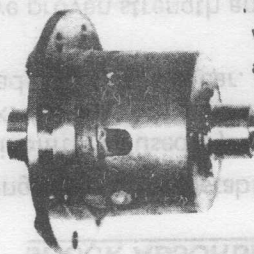
Wheel spin on fast acceleration.

NO MORE

Loss of inside wheel grip when cornering.

Special Oil additive Special Oil

RTC1001 RTC1479



SAH offer for the discerning owner the following range of adjustable shock absorbers:

Koni World famous for strength and reliability, as used by many works teams for all types of competition and/or fast road work. A selection is listed below, a full range to suit all models is available to order. All units are adjusted off the car. Koni competition types are available to special order.

Spax Through competition use they have proven strength and reliability coupled with a competitive price. Easy adjustment in situ with a screwdriver from soft to very firm (12 positions). Units are available to suit most makes, also specials to order to suit your requirements.

Spax 'White Spot' uprating for competition work, firmer setting. To order, extra cost per unit **SAH1253**

Spax adjustable spring seats, where applicable, to enable car height to be altered to suit your requirements. Extra cost per unit **SAH1254**



Model	Notes	KONI		SPAX	
		Front	Rear	Front	Rear
Herald/Vitesse)	8	SAH056	SAH057	SAH1247	SAH1248
Spitfire/GT6 I)					
1300 & TC		SAH433	SAH434	SAH1250	SAH1251
Toledo 1300/1500/TC	1	SAH1580	SAH1581	SAH1385	SAH1386
All Dolomite models	- road	SAH1582	SAH1581	SAH1438	SAH1386
	- rally			SAH1716	SAH1738
	- race			SAH1716	SAH1717
2000/2.5/Stag	4-7-10-11	SAH1583	SAH1584	SAH1783-	SAH1252
TR2/3/4	5-11-12	SAH1587		SAH1245	
TR4A/5/6	6-11	SAH1586		SAH1246	
TR7 + CYL RANGE	4/7/9/11	SAH1770	SAH1757	SAH1784-	SAH1759
GT6 II/III - ref no 64		SAH056	SAH1579	SAH1247	SAH1249
GT6 III - ref no 65		SAH056	SAH057	SAH1247	SAH1248
Saab 99		SAH2177	SAH2178	SAH2058	SAH2059
Saab 96		SAH2179	SAH2180	SAH2056	SAH2057
TR7 - V8	11	SAH1897	SAH1757		SAH1759
RANGE ROVER					SAH1898



- See page 4, re-springs, if alternative specification is required.
- Spax competition units - larger dia. piston 1253 'White Spot' plus adjustable spring seats 1254. Rear unit - spring seat adjustment from -1 to +2.5cm.
- As 2 but rear units have spring seat adjustment of -5 to -1 cm.
- Koni front - inserts only - adjustable off car.
- Rear Armstrong levers uprated - **SAH611 per pair exchange.**
- Rear Armstrong levers 30% uprated - **SAH613 per pair exchange - highly recommended.**
- Spax front strut assemblies available in the following settings:

- S = Standard Setting
- SS = Sports uprated to suit spax adjustable
- SP = Competition uprated to suit 'white-spot' setting

on exchange plus surcharge as price list. order as 1783-S etc.

- Vitesse 2 litre Mk II models - lever shock absorbers only standard available. SAH1806 telescopic conversion kit can allow 1248/057 units to be used also.
- Bilstein units also available as below:
Bilstein gas filled competition type shock absorbers as used by all works rally cars are available as below.

Dolomite - Adjustable spring seats

	Front	Rear
TR7 - rally, left	STR0397	STR0398
Forest Setting	*STR0426)	
- rally, right	*STR0426)	STR0429
- race, left	*STR0427)	
Tarmac - Harder bump/rebound	*STR0428)	STR0430
- race, right		

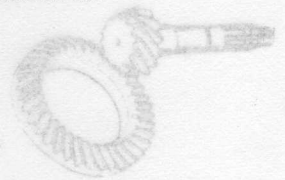
SEE PAGES 4-04-5 & 6 FOR FULL DETAILS

* Competition front strut-cap also required for Bilstein units - each STR0432

- Can use STR0210 x 4 for front trailing arm bushes-harder material giving longer life.

- Spax Gas units front uprated inserts/rear adjustable telescopics-highly recommended. Use suffix - GAS

12 Koni CONVERSION KIT FOR REAR TR2-4 - POA

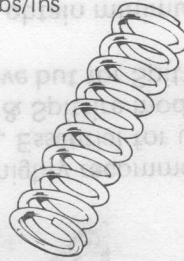


SAH offer the following range of springs to suit all requirements from a firmer road to full rally prepared car.

- Types of springs:
- Fast road lowered — designed to reduce height and increase spring rate to improve road holding for road/competition use.
 - Heavy duty — intermediate range, stronger rate for road or some rally work.
 - Rally — increased rate and height, maximum clearance, strong spring rate.

This is the basic range which should suit most requirements — if there are any doubts contact SAH with relevant details for guidance. If building a 'Special' based on Herald/Vitesse components, 461/1033 springs are ideal.

A = Rate lbs/ins B = Fitted length inches



		Notes	A x B	Each
* DOLOMITE RANGE DOLOMITE & SPRINT	Front	— standard	139 x 9,00	
		— heavy duty road/rally, recommended	189 x 9,00	STR 0096
		— fast road, lowered	165 x 8,50	SAH 1430
		— full rally specification	200 x 9,25	SAH 1614A
TOLEDO & 1500 FWD & TC MODELS	Front	— standard	145 x 8,50	
		— heavy duty road/rally	165 x 8,50	SAH 1430
		— fast road, lowered	210 x 8,00	SAH 1381
		— full rally specification	200 x 9,25	SAH 1614A
ALL ABOVE MODELS	Rear	— standard	145 x 8,00	
		— heavy duty; caravan towing, dual rate	150/190 x 8,00	SAH 1431
		— fast road, lowered	169/190 x 6,875	SAH 1382
		— heavy duty rally	182 x 8,00	STR 0097
		— full rally specification	195 x 8,00	SAH 1620
		— Race Use	134/280 x 825	STR 0535
TR7	Front	— standard	94 x 7,00	
		— heavy duty road/rally	160 x 7,00	SAH 1895
		— full rally specification	240 x	STR 0423
TR7 MODELS	Rear	— standard	180 x 6,75	SAH 1803
		— full rally specification	165 x 7,50	
		— fast road, lowered	185 x 7,50	STR 0424
		— fast road, lowered <i>TARMAC RALLY</i>	170 x 7,00 250 x 7,50	SAH 1804 STR 0627
SPITFIRE/HERALD	Front	— standard	various from 150 x 7,80 to 200 x 8,00	
		— fast road, lowered, competition use	b g 290 x 6,875	SAH 461
GT6/VITESSE	Front	— standard	approx 229 x 8,00	
		— fast road, lowered, competition use	b g 330 x 6,875	SAH 1033
		— rally, heavy duty, increased ground clearance	g 290 x 8,75	SAH 050/1
ALL TR2-6 MODELS 1954-76	Front	— standard	312 x 6,75	
		— fast road/race, competition type, recommended	d 390 x 6,75	SAH 606
TR4A/5/6 MODELS	Rear	— standard approx	280 x 8,20 (std)	
		— road/competition, improved length/rate	c 375 x 8,80	SAH 1081
		— FULL COMPETITION	475 x 8,80	SAH 1917

2000/2.5 SALOON RANGE

Rear	— standard	260 x 9,50	
	— heavy duty, road/rally, recommended for towing	e 350 x 9,75	SAH 315/1

NOTES:

- * Also includes Dolomite 1300/1500/HL models but these require larger top spring plates no. 157333 x 2
- a To fit these use 157333 top plates and Dolomite Sprint shock absorbers
- b Specially designed to suit SAH modified rear spring — to level car
- c Highly recommended for road or competition use — improves ride, capacity and cornering
- d Competition type, recommended for all models — even for road cars, as tends to reduce 'float' from front of car when cornering hard
- e Improves capacity without undue harshness of ride — recommended
- f Retains comfortable ride until loaded when spring rate increases
- g Special spacer to raise front of car — fits between spring and suspension turret — increases height of body by 1/2", priced each
- h SEE ALSO P.408 RE SHOX FOR THESE SPRINGS
- j STRAP 237100 X1 REQUIRED TO LIMIT AXLE TRAVEL

1300 FWD MODELS - UPDATED SPRINGS :-
FRONT - SAH 1012 EA. REAR - SAH 1015 EA

125441

SAH MODIFIED REAR SPRING



Negative Spring fitted

The SAH negative camber rear spring, to alter the infamous 'tuck-under' of the Triumph suspension, to obtain safer cornering capacity. Highly recommended for all road cars, standard or modified. Supplied on exchange, available as follows:

Vitesse (not Mk II) & Herald saloon models (11 leaf)	SAH 049A
Herald Estate range	7 leaf SAH 049E
Herald Coupe	8 leaf SAH 049C
GT6 Mk I	8 leaf SAH 032
Spitfire I/II/III models	7 leaf SAH 421
Deposit in lieu of old unit	SAH 777

The above units can be fitted at our works by appointment.



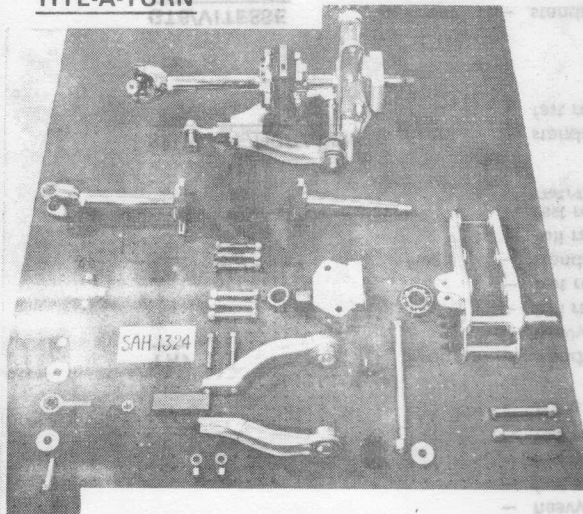
Standard Fitting type

NOTE: 1. If a special bodied car is being built send details for special unit to fit

STANDARD REAR SPRINGS

Kit Cars — Spartan etc. special unit	SAH 049S	
Spitfire I-II-III	▶ 73	305894
Spitfire	73 ▶	156947
Spitfire IV & 1500		159640
GT6 II) 308499 £39
GT6 III	▶ Ref No 64	
GT6 III	Ref No 65 ▶	159654
Vitesse 2L Mk II only		308485

TITE-A-TURN



To cure the design problem of all Triumph 'swing-axle' models, SAH have designed and produced this suspension system using split drive shafts and adjustable lower link. Camber change during full suspension movement is reduced to 8°-12° against 20°-25° standard. Complete kit is supplied with all necessary items for installation together with full instructions.

Complete kit for all models:

- Herald/Vitesse 1600 & 2 litre)
- Spitfire I/II/III & GT6 I)

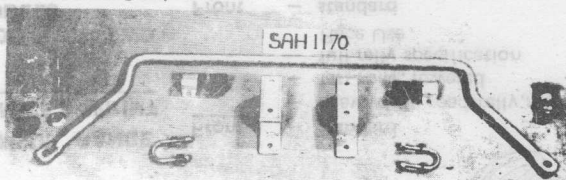
SAH 1324

Note: Spitfire IV & GT6 III, Ref No 64 on:

The Tite-A-Turn kit can be fitted for race/rally work — contact SAH for details. The use of the supplementary front roll bar kit 1182 or 1182/1 is highly recommended with the use of the above to neutralise steering see 4-03.

FRONT ANTI ROLL BAR KIT

SAH offer the following range of roll bar kits to suit all models, specially designed for each range to improve cornering and stability for fast road or competition use — highly recommended.



2000/2.5 saloon models	SAH 1170
2000/2.5 saloon models, pas*	SAH 1234
TR2-3-3A	SAH 604
TR4A/5/250	SAH 1092
Dolomite 1300/1500/HL)	SAH 1383
Toledo/1500 etc.)	

SAH supplementary front roll bar, highly recommended for all fast road cars to tighten up front end and neutralise steering. Essential for use with the TITE-A-TURN conversion.

For all Herald/Vitesse — GT6 & Spitfire models

As above but for Spitfire IV & GT6 III models only

SAH 1182
SAH 1182/1

*power assisted steering

REAR ANTI ROLL BAR KIT

SAH designed and manufactured to obtain minimum body roll (after front bar has been fitted) and improve high speed cornering by 'neutralising' the normal 'understeer' characteristics.

2000/2.5 range	SAH 1171
TR4A-6 'IRS' range	SAH 1355
GT6 II/III (not Ref 64 on), Vitesse 2 litre II	SAH 1183
Dolomite 1300/1500/HL, Toledo/1500 range	SAH 1384

All Dolomite Range - Toledo (Disc) 1500 TC - and certain parts for FWD cars

FRONT

ROAD recommendations

- Stronger springs & uprated Shox
- Upper Bush STR 0038
- Subframe Bushes STR 0618/9 & STR 0620

COMPETITION PARTS

RALLY recommendation

- Springs & Bilstein Shox
- Bushes STR 0038 STR 0618/9 STR 0620
- Lower B/J STR 0333/4

SHOCK ABSORBERS Dolomite Sprint & 1850

- see page 4-02 for full details
- ROAD Adjustable Spax SAH 1438
- Koni SAH 1582

can use below as well

COMPETITION c/w adj. spring seat

- Spax - Comp. dia SAH 1716
- Bilstein - Gas STR 0397
- Girling - Gas STR 0021
- Fitting kit
- Girling per each set } STN 0021
- See note below

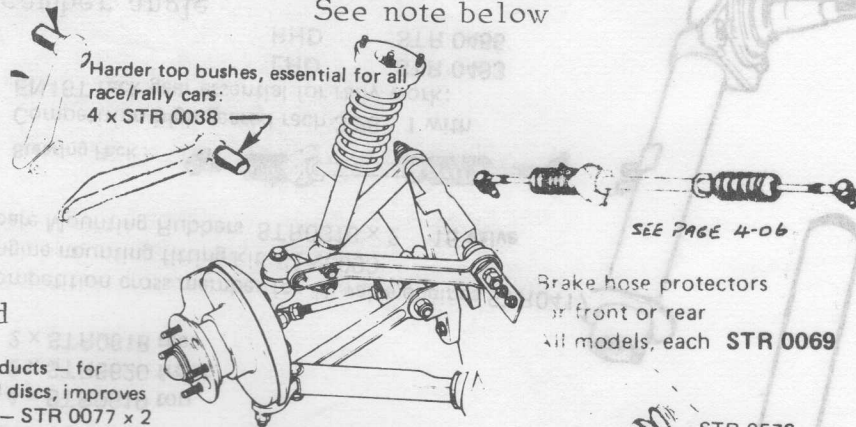
ROAD Springs as 4-02

- Dolomite 1850 & Sprint
- Short uprated SAH 1430
- Road/Rally uprated STR 0096
- Stage Rally SAH 1614A
- Full Race/Rally STR 0534

See note below

4 x STR 0038

Harder top bushes, essential for all race/rally cars: 4 x STR 0038



SEE PAGE 4-06

Brake hose protectors for front or rear all models, each STR 0069

Disc air ducts - for standard discs, improves air flow - STR 0077 x 2

STR 0166
STR 0210
STR 0090

STN 0109 Complete kit
For rally cars, larger dia locating pin through body and increased diameter bushes

RH STR 0333
LH STR 0334

VENTILATED DISC BRAKES

Kit to convert to uprated discs - to improve competition brake. Essential for competition use. Can be used on road cars. Kit includes disc, caliper, studs, vertical links & spacers, etc. STN 0100

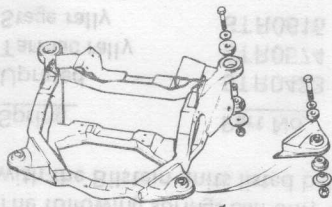
LOWER BALL JOINTS

Competition specification with phosphor bronze inserts and grease nipple - essential for Race/Rally work & recommended for Road application (FWD Models reverse hands)

SUBFRAME BUSHES

Harder bushes to limit movement of subframe during suspension operation. Highly recommended for all cars - will tend to transmit some road noise

All models '76 on - (pre '76 see SAH)



	Sprint/1850	1300	1500/HL
Front Upper x 2	STR 0618	STR 0620	STR 0618
Lower x 2	STR 0618	STR 0620	STR 0618
Rear Upper x 2	STR 0619	STR 0619	STR 0619
Lower x 2	STR 0620	STR 0620	STR 0620

REAR

REAR SUSPENSION
Upper Link

STR 0018 x 2

Radius arm bush - recommended for fast road car, to locate axle more securely

STR 0230 x 4

Trailing arm bushes - next step for hard driving and essential for all rally/race cars



STR 0036 x 4

Lower trailing arm can be strengthened for rally work. Price on Application

STR 0036 x 4

REAR SUSPENSION

SPRINGS - see 4-02 also

- Uprated for heavy duty/caravan towing SAH 1431
- Rally rear & heavy duty STR 0097
- Full rally SAH 1620
- Fast road lowered SAH 1381

SHOXS - Rear - Road - Spax Adj. SAH 1386

COMPETITION TYPE - Adjust. Spring Seat &

- Larger Dia. Units.
- Bilstein - Gas - unit STR 0398
- Spax - Race/Road Lower SAH 1717
- Spax - Rally - Raised SAH 1738
- Girling - Gas (See STN 0021 above) STR 0022

NOTE: Recommendations - based on Dolomite 1850/Sprint Range applicable to all models where bushes fit but springs are limited. As 4-02 listings on spring coil diameter.

TR7 & V8 MODELS

ROAD

For fast road use - SAH use and recommend the following to obtain the best all round improvement:

- Front Springs
- Front Koni Inserts
- Front Subframe Bush Set
- Front Lower Bushes

- SAH 1895 or SAH 1803/4
- SAH 1770
- STR 0618-9 & STR 0620
- STR 0507 & STR 0821

Rear - See next page

This then gives you the best all round improvement.

SPRINGS

Upated and for use on all but Bilstein units.

- Upated fast road - std height
- Upated fast road/competition - short
- Rally type stronger and slightly longer

- 160 x 7.00" SAH 1895
- 180 x 6.75" SAH 1803
- 240 x 7.25" STR 0423

SHOCK ABSORBERS

- Koni adjustable Inserts TR7 4 cyl
- Koni adjustable Inserts TR7 V8
- Spax Record upated Inserts

- each SAH 1770
- each SAH 1897
- each SAH 1929

RALLY

Due to the various combinations of units available it is necessary to be very careful in considering the type of events envisaged before ordering.

Competition front springs and shock absorbers.

The following springs can only be used in combination with the Bilstein units listed below:

Spring	Part No.	Rate	Top Cap	Spring Pan
Upated	STR0423	240	STR0761	STR0572
Tarmac rally	STR0574	280-140	STR0617	STR0596
Stage rally	STR0615	240-140	STR0617	STR0616 +

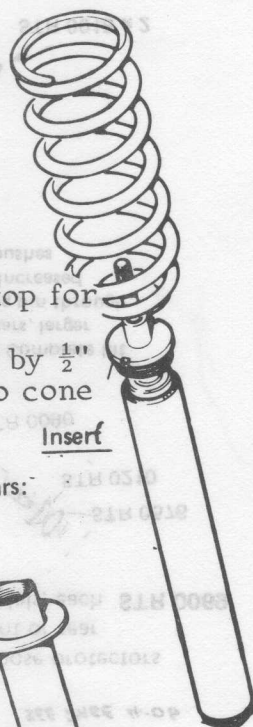


Top Cap



Spring Pan

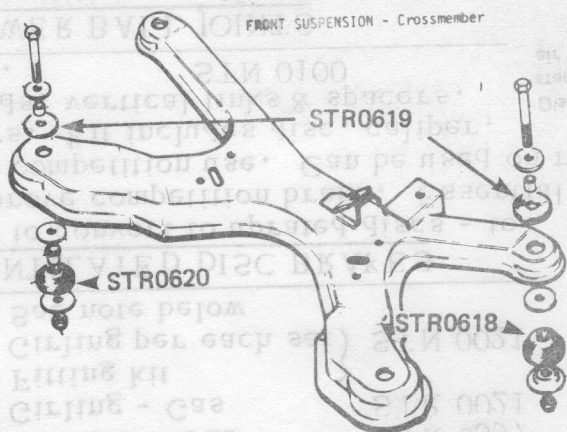
Bump Stop for Road - Shorten by 1/2" Shape to cone



Insert

Bilstein front suspension strut assy:

	Rate	STROKE	LH	RH	Insert
Upated	220-120	STD	STR0425	STR0426	STR0493
Tarmac rally	250-150	STD	STR0427	STR0428	STR0734
Stage rally	290-100	LONG	STR0625	STR0626	STR0700



FRONT SUSPENSION - Crossmember

Cross member bushes - highly recommended for all road cars:

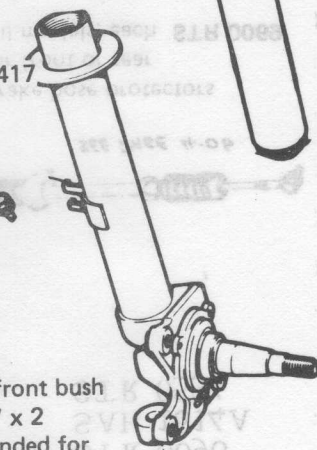
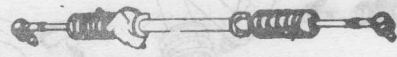
- 4 x STR0619 top
- 2 x STR0620 front
- 2 x STR0618 rear

Competition cross member for 16 valve engines STR0417
 Engine mounting fitting kit STN0090
 Spare Mounting Rubbers STR0316 x 2 16 valve

Steering Rack :

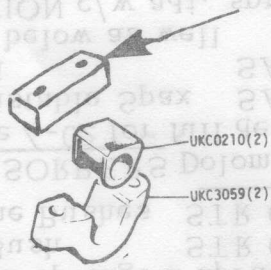
Competition high geared rack 3.28 : 1 with EN16T rack gear essential for rally work:

- LHD STR 0483
- RHD STR 0455

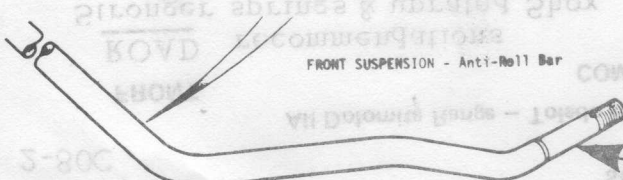


Upated front bush STR0507 x 2 recommended for road cars

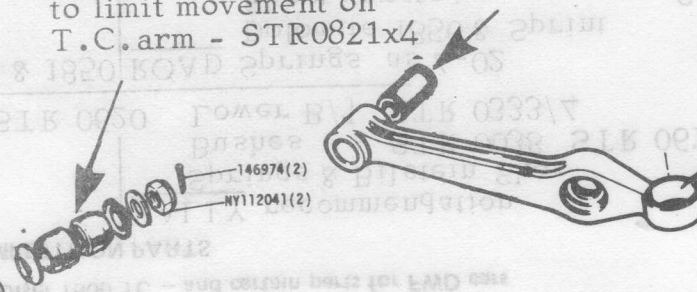
Spacer to improve anti-dive & increase camber angle each STR 0583



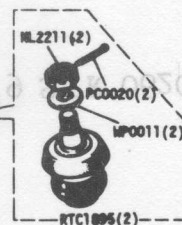
Bushes - Roll bar to limit movement on T.C. arm - STR0821x4



FRONT SUSPENSION - Anti-Roll Bar



Upated Roll bar as used on Works Rally V8 - STR0855



M.2211 (2)
 PC0020 (2)
 MP0011 (2)
 RTC1005 (2)

ALL TR7 MODELS

ROAD USE recommendations
 Upper Tie Bar Bush STR 0018x4
 Rear Shox Spax/Koni
 Rear Springs SAH 1804
 Lower Radius Arm Bushes STR 0036x4

SHOCK ABSORBERS - each
 Spax - Exterior adj. - SAH 1759
 Spax - Exterior adj. - SAH 1759 - Gas
 Koni - Adj. off car - SAH 1757

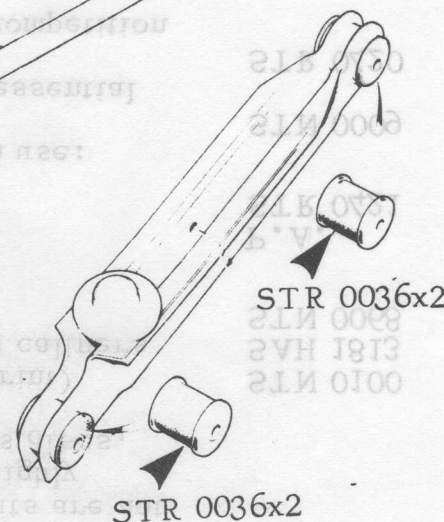
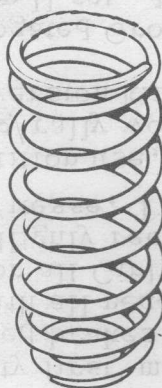
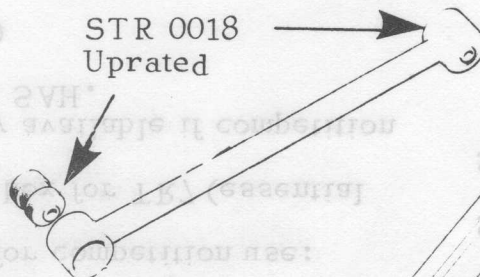
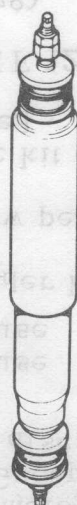
Bilstein - Gas adj. Competition type
 180/190 - Road - STR 0429
 180/110 - Stage Rally - STR 0430
 250/120 - Tarmac - STR 0651

ROAD SPRINGS (see 4-02 also) - each
 Fast Road - lowered 190x7.00 SAH 1804
 Stage Rally 185x7.50 STR 0424
 Tarmac Rally 250x7.50 STR 0627
 Spacer Rr Spring - Rally STR 0431
 Note: SAH 1804 requires 1x237100 Strap
 cut into two sections to be fitted to limit
 free drop on axle

BRAKE HOSE Protector Springs
 Each STR 0069
 Set of 3 STN 0005

GROUP 4 RALLY SPECIFICATION

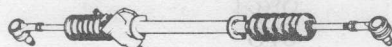
Complete LSD Diff with 5.38:1 ratio & Disc brakes
 Propshaft above to 5 speed gearbox
 Panhard Rod Conversion Kit - increase Lateral Location
 Lower Rear Radius Arms - Low spring seat c/w spherical rod ends
 Spares are available to suit above
 See also Pages 4-10 and 3-03 and 4-05



STR 0418
 STR 0419
 STN 0104
 STR 0431x2

STEERING

The rally designed steering racks with special EN16T rack and higher gearing ratio for competition use or fast road are available as follows:

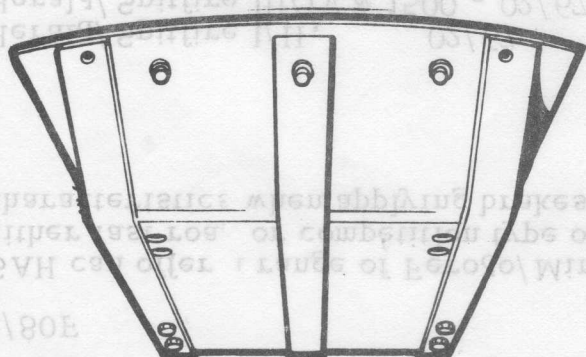


Dolomite range - Toledo, etc.
 TR7 models

RHS
 STR 0335
 STR 0455

LHS
 STR 0402
 STR 0483

SKID PLATES - in metal for protection of sump only
 Toledo - 1500 TC - Dolomite Range - not competition 312036
 2000 - 2.5 Range 306826
 TR5-6 models 308208
 Spitfire - Herald range 312183



SUMP SHIELD in Dural Aluminium
 specially designed by BL Motorsport
 for Stage Rally for engine and gearbox
 protection
 Supplied as complete kit
 TR7 Range STN 0086
 Dolomite Sprint & variants STN 0008

SAH can offer a range of Ferodo/Mintex competition type brake pads and shoes for either fast road or competition type of work. Highly recommended for the anti-fade characteristics when applying brakes from high speed for a safe, quick stop.

COMPETITION LINED
SAH Part No.

	SAH Part No.	SAH Part No.
Herald/ Spitfire I/II, 02/67	864	1294
Herald/ Spitfire III/IV & 1500 - 02/67	858	1294
1300/TC	858	767
Toledo, front linings	1816	
front disc	1332	
1500 FWD/TC	1332	767
Dolomite 1300-1500 & 1850 Range	1332	1704 (M20)
Dolomite Sprint	1332	1801*
GT6 I/II	043	767
GT6 III Early → (1)	043	767
GT6 III Late (1) →	157673	767
Vitesse 1600	864	1704 (M20)
Vitesse 2 litre I/II	043	767
2000 II/2.5 PI-II & TC	1289	767
2000/2.5 I models	P.A.	1815
TR2-4	P.A.	1815
TR4A-6, up to 1972 → (3)	043	1295
TR6, 1972 on (3) →	157673	1295
All TR7 models - 4 cyl. 5 speed	1817	1816
All TR7 models - 4 cyl. 4 speed	1817	1810* - 9" dia
TR8 V8 models	1906	1814 - 8" dia
Midget 1293 & 1500 models	CAHT 16	1810*



*Ready assembled rear shoes fitted VG95 linings as follows:-
 Dolomite Sprint per pair
 TR7, per pair - 5 speed axle only
 Midget, all models

STR 0020
 STR 0422
 C8G 8997

BRAKE BOOSTER

For the owners who are 'safety first' minded, where the car is not fitted with servo assisted brakes this conversion is essential. Kit is supplied with all necessary fittings and instructions - universal kit for all Girling brake systems with single circuit braking. Highly recommended especially for modified Spitfire, GT6, Vitesse, TR's. Complete kit

SAH 0059

VENTILATED DISCS

Specially designed for competition use, these kits are not cheap but when used on racing/rally work are highly recommended. Complete conversion kit includes discs, calipers, etc:

Dolomite - std size homologated Group I (Sprint) STN 0100
 Dolomite - 10.5" dia Group II set, discs and calipers SAH 1813
 TR7 - 10.5" dia, discs and calipers STN 0068

Pads for above:
 Dolomite - STN 0100 use
 TR7 - STN 0068 use

P.A.
 STR 0421

DUAL MASTER CYLINDER

Special dual master cylinder kit for competition use:
 Dolomite models
 As above but including new pedal box for TR7 (essential for STR 0068)

STN 0009
 STR 0420

Note: TR7 ventilated disc kit only available if competition wheels are also used - see SAH.

- Notes:
- (1) up to KE 12389 & KF 12390
 - (2) KE/F 20000
 - (3) CP 76094 (CC 81078) Mintex M 20 only

£69.62



The following list is the range of fast moving standard spares that we find our customers often require. The full range of standard suspension parts are normally available from stock.

A - HERALD/SPITFIRE
VITESSE/GT6
B - 1300/1500 FWD & RWD
ALL DOLOMITE RANGE

C - 2000/1500/2.5 RANGE
D - TR4A - 5 - 6 RANGE
E - TR7 - RANGE

STEERING

		<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>
B/J Outer sealed with grease nipple	Ea.	UKC 4944 146728	UKC 4944 146728	UKC 1549 146728	UKC 1549 146728	UKC 3933 146728
B/J Inner Assy	Ea.	129961	151085	138819	142687	UKC 3934
Gaiter <u>RHS</u> LH	Ea.	RTC 2218	RTC 2218	RTC 2218	RTC 2218	EAW 2255
RH	Ea.	RTC 2219	RTC 2219	RTC 2219	RTC 2219	EAW 2255
For LHS alternate						
Rack Mtg Bush		139286x2	139386x2	139386x2	139386x2	
Rack Mtg Clamp		156024x2	157165x2	156024x2	156024x2	

FRONT SUSPENSION

Top B/Joint - sealed with grease nipple	Ea.	UKC 1310 104552	216900		142394	
Top Inner Bush		119451x4	UKC 3444x4		102228x8	
Lwr Joint Outer LH	Ea.	140920	217987	133588	142378	RTC 1895
RH	Ea.	140919	217986	133588	142377	RTC 1895
Outer Bush Kit		514191x1			SAH 1876x2	
Inner Bush Fr		119451x2	152588x4	138885x2	141481x2	CRC 0307x2
Inner Bush Rr		119451x2	216903x2	138143x4	141481x2	
Whl Bearing Kit	Ea.	GHK 1021	GHK 1011	GHK 1016		GHK 1004
VIT/GT6	Ea.	GHK 1011				

REAR SUSPENSION

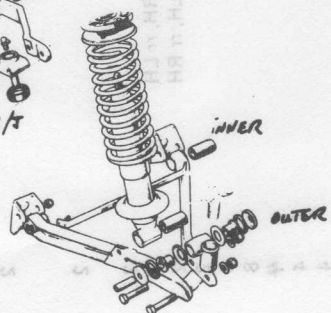
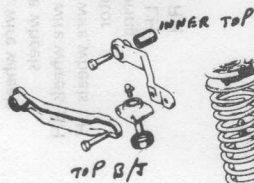
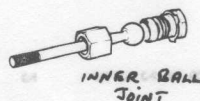
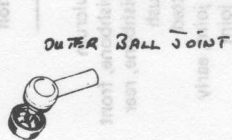
Rr Trunnion Bush Kit		*514370x1				
Rr Hub Bearing Kit	Ea.	*GHK 1022	GHK 1007	GHK 1015	GHK 1015	*GHK 1019
* For MkII models see	SAH					

UNIVERSAL JOINT

Axle Shaft Sealed Lubricator		GUJ 101 GUJ 115		GUJ 102 GUJ 116	GUJ 102 GUJ 116	
Propshaft Sealed c/w Lubricator		GUJ 101 GUJ 115	GUJ 115	GUJ 102 GUJ 116*	GUJ 102 GUJ 116	GUJ 101 GUJ 115
*EARLY Models use				GUJ 115		

Rotoflex Mk II & FWD Cars

GCD 301 £13.36



Universal Joint



Hub Bearings and Oil Seal Kits

FRONT SUSPENSION SPARES - TR2/3/A/4
1952 TO 1963

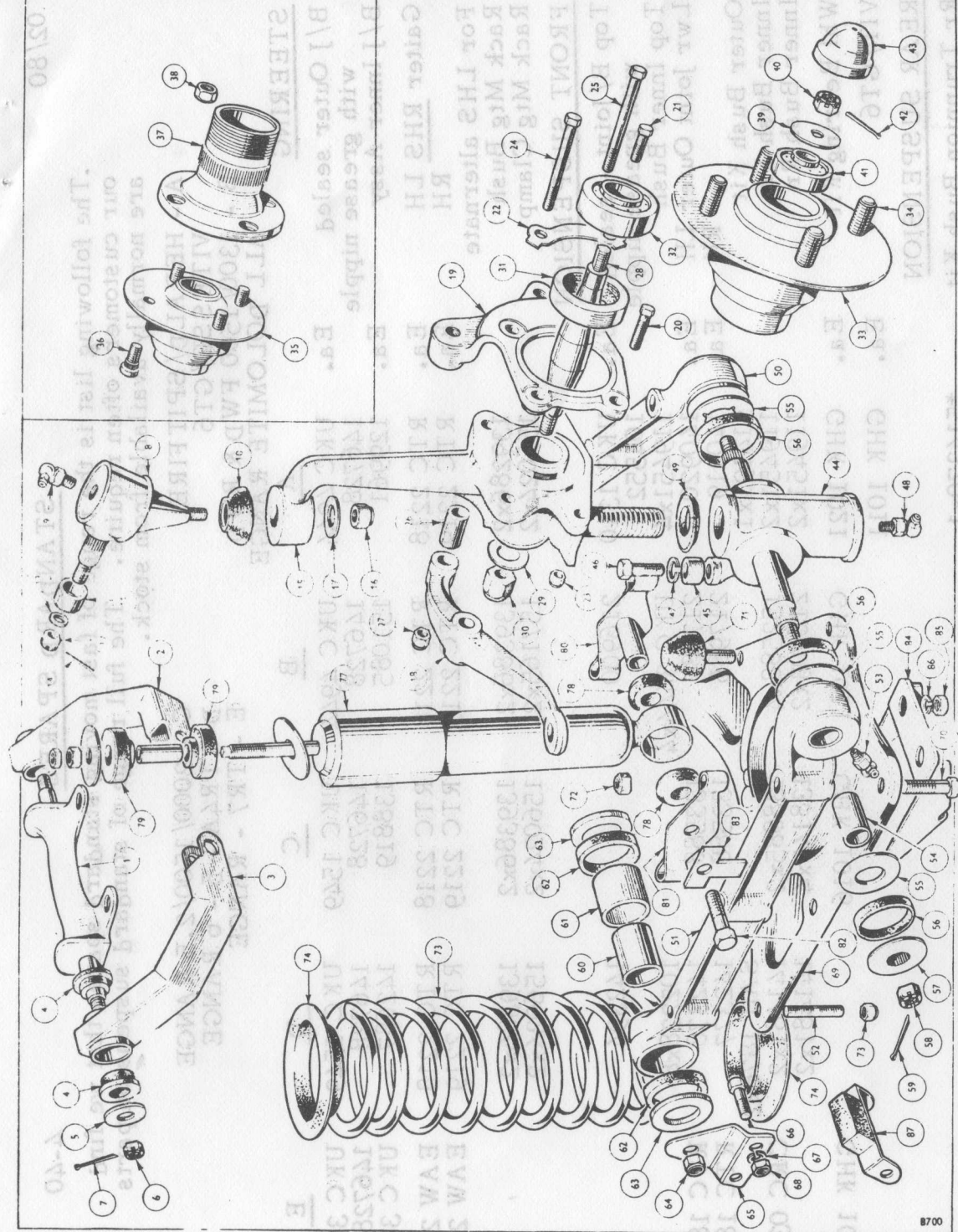


Illustration No.	Part No.	Description	TR2-3	TR
1	200659	Upper fulcrum	2	2
2	133504	Upper wishbone, front		x/2
3	133507	Upper wishbone, rear		x/2
4	102228	Upper bush	8	8
6	C LN 2210	Nut, slotted		
8	200772	Top ball joint, early	2	2/x
15	142394	Top ball joint	2	x/2
	201872	Vertical link	2	2/x
	307215	Vertical link RH		x/1
	307216	Vertical link LH		x/1
28	115763	Stub axle	2	2
31	107194	Seal, inner assy	2	2
32	GHB 111	Inner bearing	2	2
33	114284	Hub Assy, disc wheels	2	2
34	114282	Stud, disc wheels	8	8
35	114283	Hub assy, wire wheels	2	2
36	114281	Stud, wire wheels	8	8
37	217602	Adaptor, wire wheels RH	1	1
	217603	Adaptor, wire wheels LH	1	1
38	110366	Nut, adaptor	8	8
41	GHB 110	Outer bearing	2	2
44	C 133839	Trunnion LH		x/1
	C 133838	Trunnion RH		x/1
	101557	Trunnion	2	2/x
49	142402	Seal		2
	58224	Seal	2	
50	106577	Lower arm, ft RH, rr LH	2	2
51	106578	Lower arm, ft LH, rr RH	2	2
54	101615	Bush in arm	2	2
55	101533	Washer	8	8
56	115702	Seal	8	8
57	115701	Outer Washer	4	4*
60	110695	Spacer	4	4
61	110696	Bearing	4	4
62	115702	Seal*	8	8
63	110697	Washer	8	8
	102228	Bush	8	
73	213165	Front spring, std (no spacer)	2	2
	SAH 606	Front spring, competition	2	2
74	100751	Seal	4	4
75	C LN2211	NUT	4	4
71	C 106845	BUMP STOP	2	2
97	C 100175	- -	2	2
* FROM CHASSIS NO. CT 7219 →				
56	134319	SEAL		8
57	134320	WASHER LOCK		4
	134293	SHIM		16
STEERING				
	C110467	BALL JOINT LH (SEALED)	2	
	C110468	- - RH - -	2	
	130904	BALL JOINT OUTER		2
	129961	BALL JOINT INNER		2
	RTE2218	GAITER LH		1
	RTE 2219	GAITER RH		1

Notes:
x/ from CT 6344 (wire), CT 6390 (Disc)
/x up to CT 6343 (wire), CT 6389 (Disc)

ROAD WHEEL ACCESSORIESWHEELS

SAH offer the new Dunlop disc wheels with radial holes (as illustrated below) for the following models; supplied in silver grey enamel, priced each

Type A, 5½ x 13"
As above but black centre and chrome rim, 5½ x 13"
5½ x 15" version - Type B

SAH 0988
SAH 1687
SAH 0786

WHEEL NUTS

Chrome plated dome wheel nuts for all steel wheels, per set of 16

Type A SAH 1187
Type B SAH 1199

WHEELIES

These wheel shields are also made from ABS with a competition cast alloy finish. The side vents induce a vortex airflow to cool the wheels and the flange detail covers the wheel rim. They are also non-rusting and are fitted in moments. Per set of 4

SAH 1939 - 12"
SAH 1939 - 13"
SAH 1939 - 14"

WHEEL SPACERS**Universal 4 stud Wheel Spacers**

Designed to give 2½ in. extra track width. Made in die-cast aluminium with high tensile stud extension.

Specially designed to suit:

Type A - per pair SAH 0741
Type B - per pair SAH 0072
Type C - per pair SAH 1874

Universal spacer for fitting to model types A, B and C at 3/16" wide. Uses standard studs and nuts, etc - per pair SAH 1760
Also fits Saab 99 models



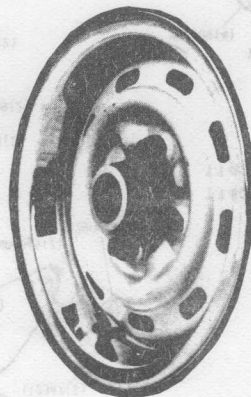
Two types of hub cover for use when hub caps are removed. The Lusso Spyder which fits onto studs before wheel is therefore pilfer proof, anti-rust and easy to fit

Type A - per pack of 4 SAH 1763
Saab 99 - per pack of 4 SAH 1764

Similar to above but only a push-in cap fits from rear of wheel with British Leyland emblem - Type B SAH 1765

TRIM-RIMS

Trim-Rims are made from abs plastic in black or chrome finished. They will not rust and are fitted securely in moments. The flange detail covers the wheel rim and fits close to the tyre.



Black or chrome in ABS Plastic - fit securely and will not rust. Covers complete wheel rim

- 12" - 13" - 14" dia. size

Set of 4

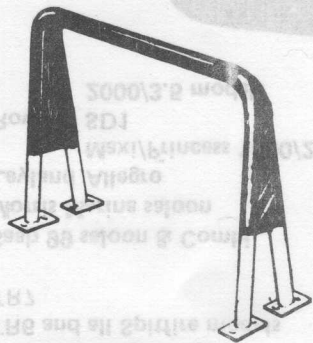
Chrome
Black

SAH 1937
SAH 1838

NOTE

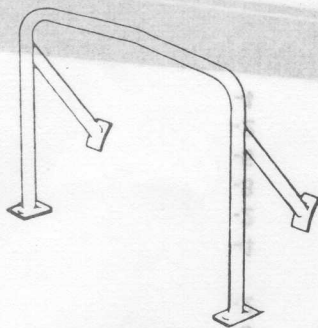
There are three major types of wheels used on the Triumph range:

Type A : 3/8" UNF x 3.75 PCD - All Herald, Spitfire, Vitesse, GT6, 1500 RWD
Type B : 7/16 UNFx 4.5 PCD - 15" rims (TR2-6) 13" rims (2000/2.5, Sprint)
14" rims (Stag)
Type C : 12.5mm x PCD - TR7



Aerodynamic

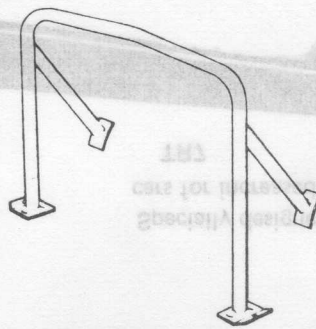
Twin 1.5" ERW welded across top to increase structural strength. AMBLA - covered in padded black vinyl outer covering to improve appearance.



National

1.5" ERW to suit all saloon cars for road / club competition cars (not racing)

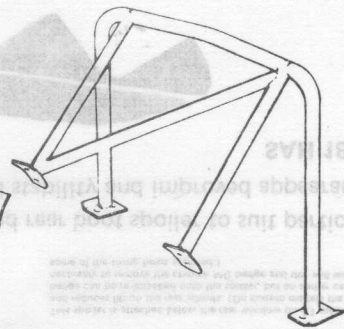
From £45



FIA International Rally

1.5" CDS all types of rally competitions

From £62



FIA International Race

1.5" CDS or aluminium. All race applications. Rear stays/diagonal can be detachable by use of special clamps (extra cost) From £69.50

MODELS

- Spitfire I - II
- Spitfire III - hinged for soft top
- Spitfire IV All models
- TR 2-3-4-5-6 models
- Midget range
- MGB models

AERODYNAMICS

Black AMBLA

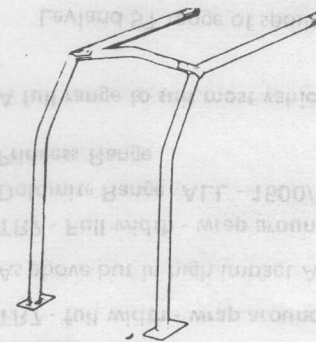
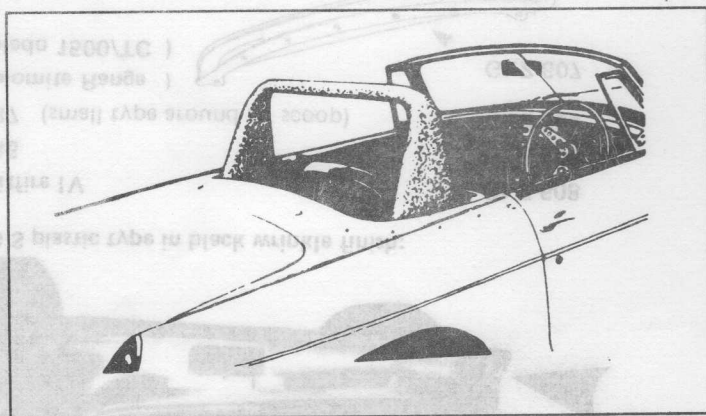
- 514/L
- 1336/L
- 514/L
- 657/L
- 1912/L
- 1907/L

Painted

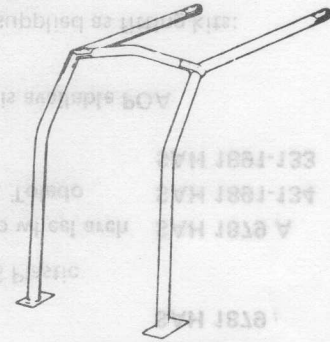
- 514/P
- 514/P
- 657/P
- 1912/P
- 1907/P

A full range of bars to suit all models is available - prices on application - stating requirement and competition regulations - delivery from 7 days.

National type bars available for Vitesse/Herald saloon convertible.



National Front Cage Unit.



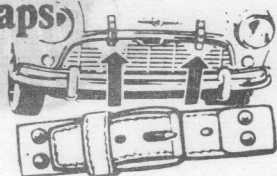
FIA International Front Cage Unit

National Front Cage
1.5" ERW
From £47.50

FIR International
Front cage
1.5" CDS or
aluminium.
From £66

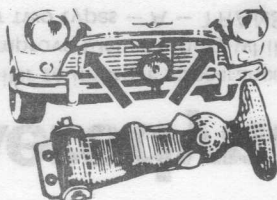
Leather Bonnet Straps

Tan, per pair
CAJJ3381



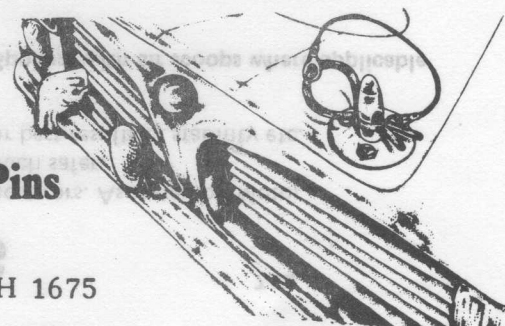
Rubber Hooks

Small SAH 1678



Hood Safety Pins

Per pair SAH 1675



FRONT SPOILERS

Front spoiler to improve appearance and give increased stability to most cars. As tested by Motor can also improve fuel economy whilst making high speed motoring much safer. SAH offer two types - A - TRANSAM - full width deep spoilers for best results in stability etc. B - Original equipment spoiler as fitted to some later models.



Transam Style black Spoilers with air scoops where applicable in fibreglass.

- Spitfire I/II/III, GT6 I/II SAH 1714
- 2000/2500 Mk II range SAH 1725
- Herald/Vitesse SAH 1734
- Midget III SAH 1891-60
- Midget IV 1500 SAH 1891 TBA
- MGB range - easy to fit SAH 1891-29
- Saab 96 SAH 2196
- Saab 99 SAH 2197
- TR7 - full width - wrap around SAH 1879

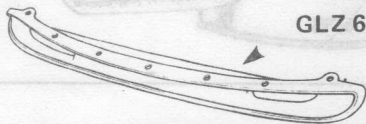
As above but in high impact AB S Plastic

- TR7 - Full width - wrap around to wheel arch SAH 1879 A
- Dolomite Range ALL - 1500/TC, Toledo SAH 1891-134
- Princess Range SAH 1891-133

A full range to suit most vehicles is available POA

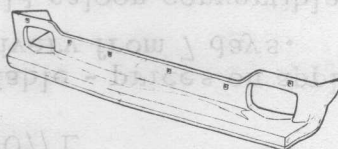
AB S plastic type in black wrinkle finish:

- Spitfire IV GLZ 608
- TR6 GLZ 606
- TR7 (small type around air scoop) GLZ 609
- Dolomite Range) GLZ 607
- Toledo 1500/TC)



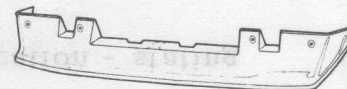
Leyland ST range of spoilers supplied as fitting kits:

Marina Front Spoiler (STN 0052)



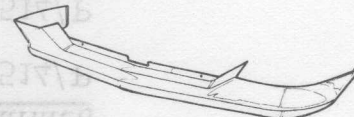
This spoiler fits all Marina variants and produces a marked improvement in sidewind behaviour. The spoiler includes provision for two fog lights, and a kit consisting of two rectangular quartz halogen fog lights with wiring, bracket, switch etc., is available separately (Part No. STN 0042).

Mini Clubman Front Spoiler (STN 0107)



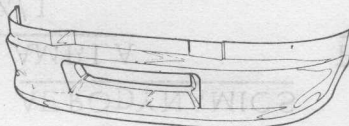
This is one of our most effective spoilers, reducing the Clubman saloon's drag coefficient by no less than 8.5%, thereby improving top speed and high speed fuel consumption. It fits all Clubman models (including Estate).

TR7 Front Spoiler (STN 0118)



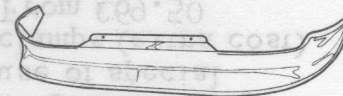
This is the spoiler used on works rally cars, and as well as reducing wind resistance by 5.8%, it really looks sensational.

MGB Front Spoiler (STR 0189)



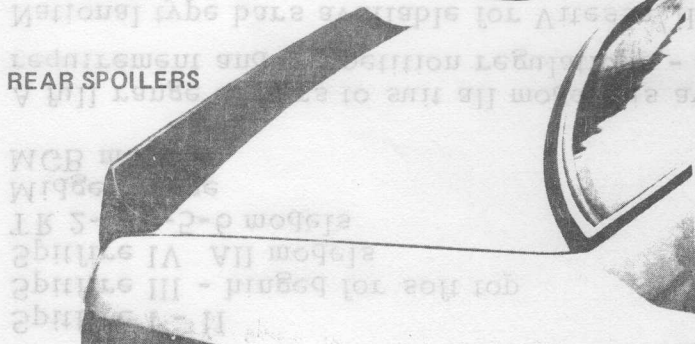
This spoiler bolts on very simply in place of the front valance on both 'rubber bumper' and 'chrome bumper' MGB/C Tourer and GT, and MGB GT V8. The improvements obtained vary considerably with all the different ride height/body/engine configurations, but in general both stability and aerodynamic drag are improved. The central air intake improves engine cooling, and especially oil cooling where an oil cooler is fitted behind this vent. With older MGB's with a low ride height, ground clearance is restricted with this spoiler fitted, and due caution must therefore be used on ramps etc.

Allegro Front Spoiler (STN 0122)



Latest addition to our range of aerodynamic aids is this front spoiler for all models in the Allegro range. Wind resistance is reduced by 3.5%.

REAR SPOILERS



Boot Lid Spoilers:

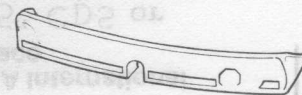
Universal flexy type of boot lid spoiler in various lower curvatures and widths as follows:

	Width	Underside Curvature
SAH 1887-1	122.5cm	20mm rad
SAH 1887-2	129.5cm	20mm rad
SAH 1887-3	115.5cm	50mm rad
SAH 1887-4	122.5cm	50mm rad
SAH 1887-5	129.5cm	50mm rad

Selection of range fitment as follows - contact SAH stating models, etc, if not listed.

Dolomite range/1500/TC	SAH 1887-	-4
1300/Toledo		-3
2000/2.5 range/Stag		-4
TR6 and all Spitfire models		-3
TR7		-2
Saab 99 saloon & Combi		-4
Morris Marina saloon		-2
Leyland Allegro		-3
Maxi/Princess 1800/2200		-5
Rover SD1		-2
2000/3.5 models		-4

Rear Spoiler—GT Models (STR 0190)



This spoiler is attached below the rear window on GT models, and reduces lift on the rear wheels. (On current models the GT badge can be re-attached onto the spoiler, but on earlier cars it is necessary to remove the chrome MG badge and this will leave some of the fixing holes exposed.)

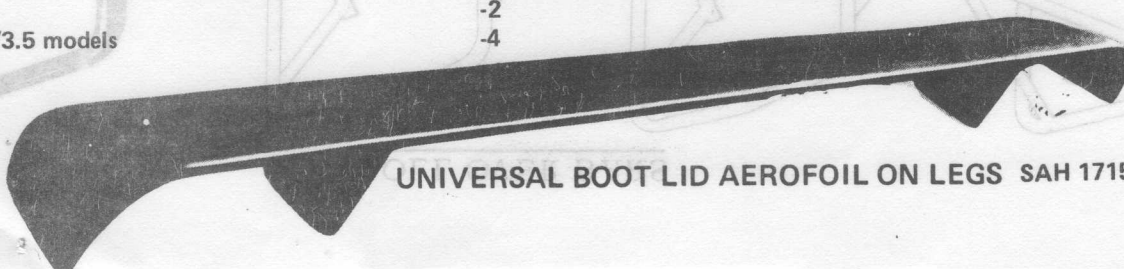
REAR SPOILERS

Specially designed rear boot spoiler to suit particular cars for increased stability and improved appearance:

- TR7 SAH 1880

Universal type

UNIVERSAL BOOT LID AEROFOIL ON LEGS SAH 1715



auto-plas VISORS

Group 1 SAH 1961-			
Car Model	KH Ref.	Car Model	KH Ref.
Alfasud pre78	41	Fiat 124 4 door	142
Alfasud-TI	41	Honda Civic 3 door	44
Alfa Sprint	111	Renault 5	61
Alfa Sud 78	133	Renault 20	65
Audi 50 pre76	14	Renault 30	65
Audi 50 76 on	15	Renault 5 (wiper)	98
BL Mini Mk 1	7	Seat 127	46
BL Mini Mk 2	8	Seat 124	142
Chrysler Alpine	66	Seat 132	84
Citroen GS Saloon	1	Seat 131	70
Citroen CX Saloon	2	Simca 1307/1308	66
Datsun Cherry 100A	34	Volkswagen Beetle 66-72	12
Datsun Cherry 120A	34	Volkswagen Beetle 72 on	11
Datsun F11 Saloon pre 79	31	Volkswagen Golf	13
Fiat 127 pre 78 3 door	46	Volkswagen Polo pre 76	14
Fiat 131	70	Volkswagen Polo 76 on	15
Fiat 132	84	Volkswagen Rabbit	13
Fiat 124 2 door	142		

Group 2 SAH 1962-			
Car Model	KH Ref.	Car Model	KH Ref.
Alfetta GTV 2000	67	Honda Accord Saloon	126
Alfetta 1.6	67	Mazda RX4 Coupe	48
BL Marina Coupe	9	Mazda B18	72
BL MGB GT	10	Mazda 323 (wiper)	96
BL MGC GT	10	Mitsubishi Celeste	28
BL TR7 Fixed Head	93	Opel City	27
BL Dolomite Triumph	90	Opel Manta Mk 1	62
BL Dolomite Sprint	90	Opel Kadett Saloon 78	120
BL Triumph 1300	90	Peugeot 104 5 door	75
BL Triumph Toledo	90	Peugeot 305	119
BL Marina Saloon	89	Renault 12	58
Chrysler Avenger	47	Renault 15 pre 77	60
Chrysler Sunbeam (avenger)	47	Renault 16 (without wiper)	59
Datsun 120Y/140Y Sunny		Renault 17 pre 77	60
Saloon 78 on (Europe)	106	Simca 1000	77
Datsun 210 Saloon 2/4 door (USA)	106	Simca 1100	25
Fiat 127 78 on	131	Vauxhall Chevette Saloon	120
Ford Capri 1	53	Vauxhall Chevette Hatchback	27
Ford Cortina II	54	Volkswagen Derby	107
Ford Cortina III	55		
Ford Escort I	56		
Ford Fiesta	57		

Group 3 SAH 1963-			
Car Model	KH Ref.	Car Model	KH Ref.
(American Motor Corporation)		(General Motors USA)	
Pacer Hatchback	141	Camaro 78 on	114
Spirit Liftback GT	138	Pontiac Firebird	114
Spirit Liftback DL	138	Chevrolet Transam	114
AMX Liftback	138	Camaro pre 76	145
Audi 80 pre 79	78	Honda Accord (wiper)	71
Audi 100	69	Mazda 929 Coupe	48
Audi Avent	118	Opel Ascona B	73
Audi 50 (wiper)	88	Opel Kadett coupe pre 75	64
BL Princess 1800/2200 series	91	Opel Kadett coupe 75 on	74
BL Maxi	134	Opel Rekord Mk 2/Commodore 72-77	63
BMW 1501	4	Opel Manta Mk 2	17
BMW 1602	4	Opel Rekord Mk 3 78 on	121
BMW 2002	4	Peugeot 404	42
BMW 2002 T I	4	Peugeot 504	43
BMW 2002 T II	4	Peugeot 504 Estate	81
BMW 300 series	3	Peugeot ZS Coupe	105
BMW 500 series	68	Renault 14	79
Chrysler Horizon (wiper) 4 door	127	Renault 14 (wiper)	123
Chrysler Hunter	129	Renault 17 (77 on)	108
Chrysler Peykan (Iran)	129	Renault 18	104
Chrysler Sunbeam (wiper)	94	Saab 99 Combi	29
Chrysler Horizon 4 door (wiper, USA)	127	Saab 99 Turbo	29
Chrysler Plymouth Arrow (USA)	28	Saab 99 3 door	29
Chrysler Mitsubishi Colt Celeste (USA)	28	Saab 99 5 door hatchback	29
Datsun F11 Coupe pre 79	30	Saab 99 Saloon	115
Datsun 120Y Sunny Saloon pre 78	39	Toyota Calica coupe pre 78	18
Datsun 120Y Sunny Coupe pre 78	40	Toyota Calica liftback pre 78	20
Datsun 160B/180B Saloon pre 78	36	Toyota Corolla liftback	22
Datsun 180B pre 78 SSS	35	Toyota Corolla 30 coupe	21
Datsun 180B Coupe SSS 78 on	101	Toyota Corolla 1200 coupe	19
Datsun 180B Saloon 78 on	102	Toyota Calica 78 liftback	110
Datsun 240/260Z	37	Toyota Calica coupe 78 on	122
Datsun 240/260Z 2+2	38	Toyota Carina Saloon	116
Datsun 140Y Sunny Coupe 79 on (Europe)	137	Toyota Starlet	132
Datsun 210 Hatchback (USA)	137	Volvo 120 series	6
Fiat 128 3P Coupe	32	Volvo 140 series	5
Ford Capri II	50	Volvo 240 series	5
Ford Consul/Granada	52	Volvo 260 series	5
Ford Cortina IV (Taunus)	51	Volvo 343 spoiler visor	109
Ford Escort II	49	Vauxhall Cavalier coupe	17
Ford Capri (wiper)	87	Vauxhall Cavalier Saloon	73
Ford Fiesta (wiper)	85	Vauxhall Carlton	121
Ford Granada II	95	Volkswagen Combi Microbus	82
		Volkswagen Golf (wiper)	86
		Volkswagen Passat	16
		Volkswagen Passat 5 door	99
		Volkswagen Polo (wiper)	88
		Volkswagen Scirocco	33
		Volkswagen Rabbit (wiper)	86
		Volkswagen Dasher 5 door	99

Group 4 SAH 1964-			
Car Model	KH Ref.	Car Model	KH Ref.
BL Rover 3500 SD1 Body	92	Mercedes 200 Series pre 76	76
BL Rover 2600	92	Mercedes 200 Series 76 on	24
BL Rover 2300	92	Mercedes S Series	23
BL Range Rover (wiper)	103	Mitsubishi Sapporo	124
BL Jaguar XJ6 4 door	80	Porsche 911	100
BL Jaguar XJ12	80	Porsche 912	100
BL Daimler Sovereign (4 door) all	80		
Chrysler Mitsubishi Sapporo (USA)	124		



REAR WINDOW VISORS

Helps prevent frosting up in winter

The air is trapped between the louvres and helps to prevent frost forming on the glass overnight. It can save valuable minutes in the rush to get to work on a frosty morning, as well as being a lot safer.

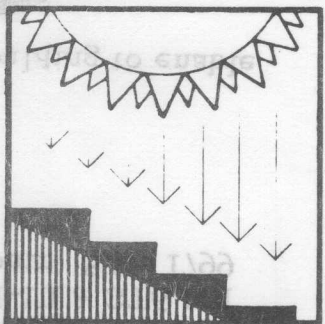
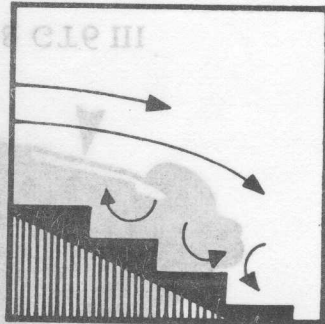
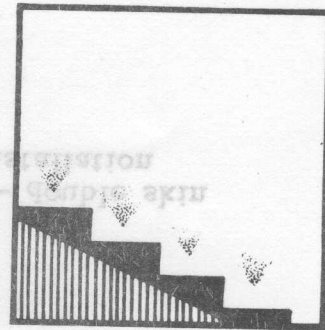
Lifts up to wash

The visor has only to be lifted up in order to wash the rear window, although this will hardly ever be necessary once a visor has been fitted.

Stylish looks

Gives a car a distinctive, sporty appearance as well as being practical. Smarten up *your* rear end with an Auto-plas Rear Window Visor and be able to see the look of envy on the faces of the drivers behind you!

- Triumph TR7-8
- Dolomite range
- 1300/1500 & Toledo models
- Rover SD1 range
- Range Rover (wiper)
- Marina Coupe
- Marina Saloon
- Maxi
- Allegro
- Princess range
- MGB/C & GT Models
- Mini Mk I
- Mini Mk II
- Jaguar XJ range
- SAAB 99 models
- SAAB 96 range



No drilling or screwing

Rear window visors are easy to fit. They only take about five minutes and you don't have to drill a hole or use a screwdriver.

Keeps the rain and dirt off

The cleverly angled louvres prevent the dirt coming in contact with the glass and so give you excellent rear vision in all conditions.

Keeps the car cooler in summer

The black surface effectively absorbs the downward rays of the sun and so stops them overheating the car through the rear window. Remember that bar of chocolate that melted on the back ledge?

SAH 1962-093

- SAH 1962-090
- SAH 1964-092
- SAH 1964-103
- SAH 1962-009
- SAH 1962-089
- SAH 1963-134
- SAH 1962-140
- SAH 1963-190
- SAH 1962-010
- SAH 1961-007
- SAH 1961-008
- SAH 1964-080
- SAH 1963-029
- SAH 1963-156

PANELS

Fibreglass replacement body panels for most models as below. Quality made, easy to fit, save weight with no rust problems and also cheaper than metal components. Easily sprayed to obtain a quality finish. These panels can be supplied colour impregnated to Triumph range at +25% - 10-14 days ex works.

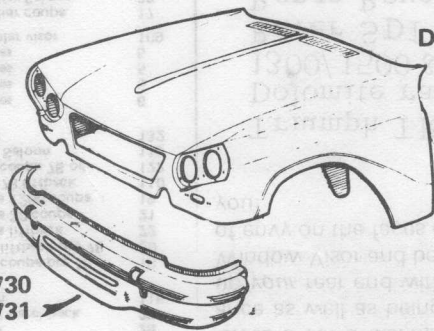
BONNETS

Replacement fibreglass bonnets for models as below. Quality made supplied complete with inner wheel arch as standard. Uses existing hinges and fittings:

- Spitfire I/II SAH 749
- Spitfire III SAH 749/1
- Spitfire IV SAH 1358
- GT6 I/II SAH 1297
- Herald 13/60 SAH 1733
- VITESSE NLS

Front Valance panel
- Herald 1200
- 13/60 & Vitesse

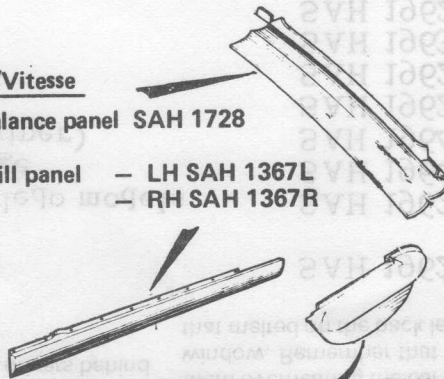
SAH 1730
SAH 1731



Herald/Vitesse

Rear valance panel SAH 1728

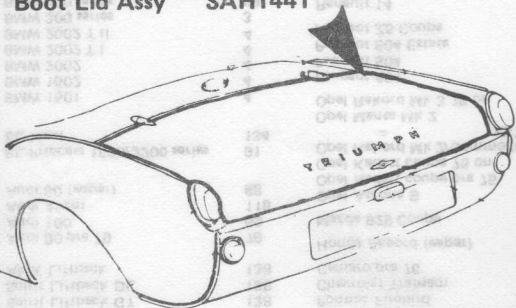
Door Sill panel - LH SAH 1367L
- RH SAH 1367R



Rear quarter panel - LH SAH 1729L
- RH SAH 1729R

SPIT I, II & III

Boot Lid Assy SAH1441



Spitfire/GT6
Door sill panels

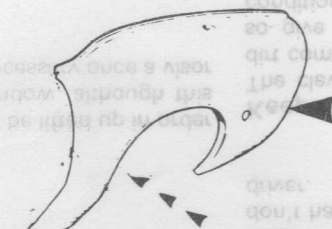
SAH 1442L
SAH 1442R



Rear Wings:

Spitfire I/II/III)
GT6 I/II)

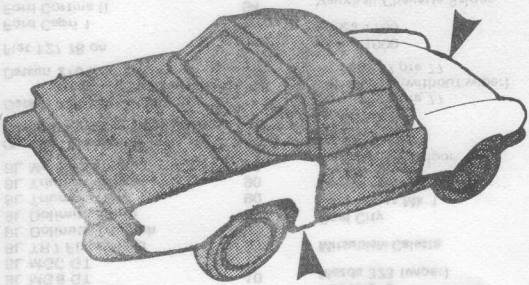
Left SAH1440L
Right SAH1440R



WHEEL ARCH EXTENSIONS

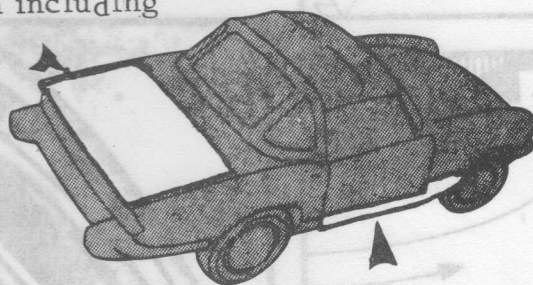
Specially designed for the front but can be adapted to suit rear. All Spitfire I-II-III & GT6 I-II models. per pair SAH 1799

BONNET to suit Spitfire IV & GT6 III - Power Bulge
Supplied complete with wheel arches and uses all standard fittings. Complete SAH 1358



BOOT LID ASSY

Supplied complete with internal moulding to enable easy installation including boot lock, etc. SAH 1911



REAR WINGS - Outer panels supplied
Complete ready to fit

- LH SAH 1926L
- RH SAH 1926R

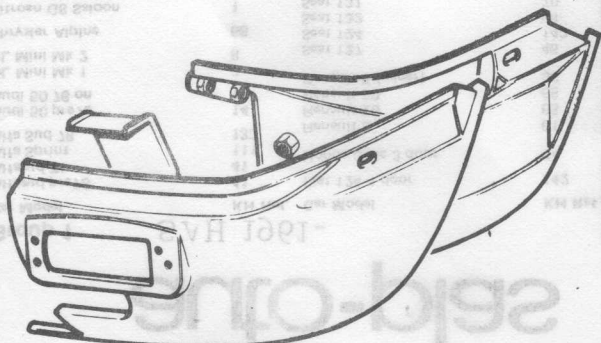
SILL PANELS - outer Spitfire & GT6 III

- LH SAH 1442L
- RH SAH 1442R

FRONT QUARTER PANEL

Supplied complete as standard - double skin - retained nuts, etc for easy installation
Spitfire IV & GT6 III models

- LH SAH 1894-L
- RH SAH 1894-R



1894-L



1894-R

815391
815392

FIBREGLASS PANELS

TR6

TR6 Bonnet assy complete with inner frame and hinge mounting points

SAH1370

Rear Wing 1372 RH

Boot Lid 1373

SAH Bonnet assy with air intake complete with standard hinge mounting points

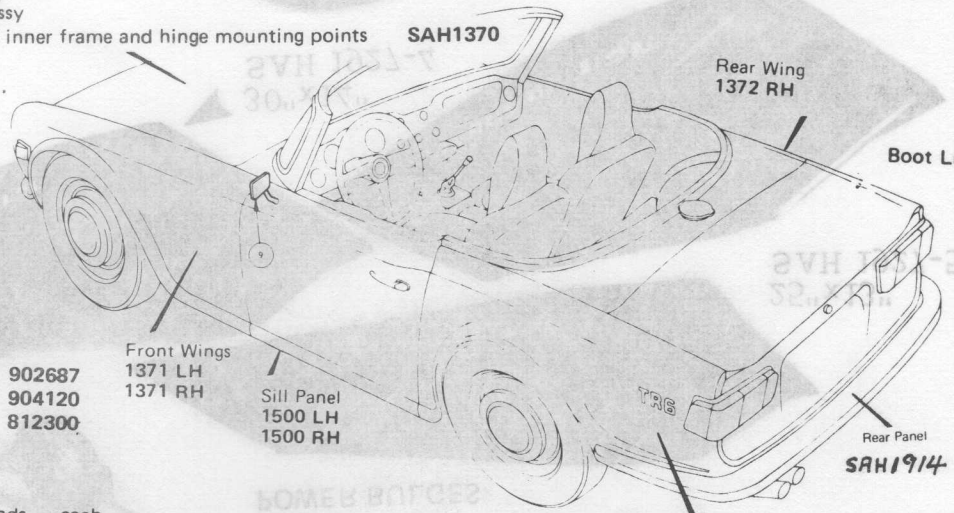
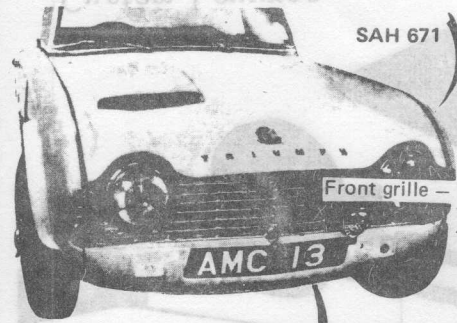
SAH 671

Front grille - TR4 902687
TR4A 904120
TR5 812300

Front Wings 1371 LH
1371 RH

Sill Panel 1500 LH
1500 RH

Rear Panel SAH1914



Lower front panel fibreglass

SAH 1809

Front Beads - each SAH 1805

Bead, soft top - ea 750126
Metal hard top - ea 706140

Rear Wing 1372 LH

TOP DECK PANEL SAH 1798

Tonneau Side Panel 1639 RH
1639 LH

Front Wings 678 LH
678 RH

Sill Panels 1500 LH
1500 RH

BOOT LID - complete with return flanges and lock mounting panel for easy fitting SAH 675

Lower Rear Panel - 1638

The TR4-5 wings are supplied with captivated nuts as required already fitted.

Rear Wing 683 LH
683 RH

Beads 750188 LH
750187 RH

DOOR SEAL complete TR4-TR6 Black each 631321 can replace earlier TR4 2 piece seal

All metal panels can be supplied subject to availability

FIBRE GLASS

SAH offer a complete range of TR2-3A outer body panels made in fibre glass - these units are made to a high specification so as to retain normal metal appearance. Can be easily painted in normal cellulose.

Apron

TR3A style only, will fit earlier models

SAH 240

Wings

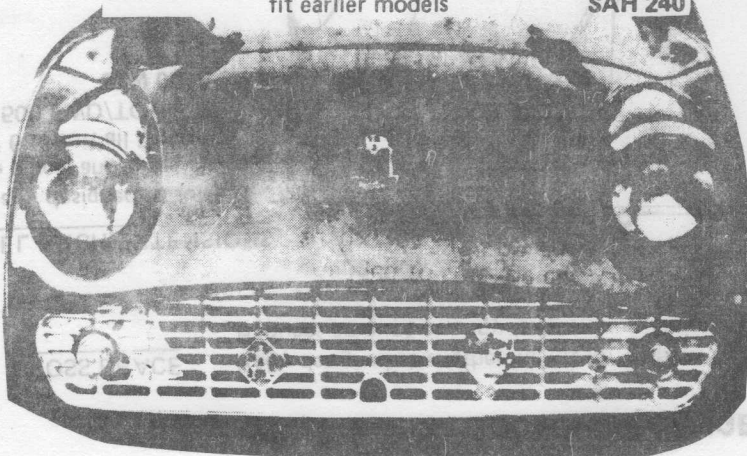
as standard with captivated nuts as required and splash guards, easy to fit
Front, left
right
Rear, left
right

SAH 677L
SAH 677R
SAH 679L
SAH 679R

Door sill

as standard, pop riveted in position
Left
Right

SAH 1540L
SAH 1540R



ALL DOLOMITE RANGE-TOLEDO-1500 FWD & RWD-1300/TC-TR7

CROSS BRACE

Rally designed strengthening kit for fitment to all models (not 1300/TC)
Reduces amount of body twist - Dolomite, etc TR7 only

STN 0018

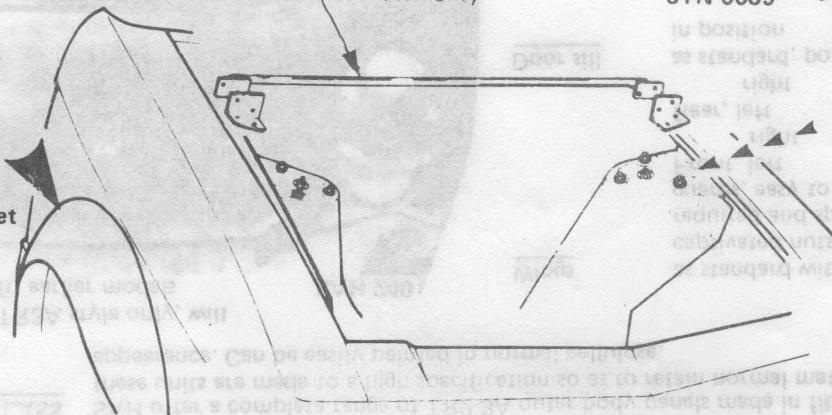
STN 0089 - USE WITH BILSTEIN SHOX ONLY

WHEEL ARCH EXTENSIONS

Specially designed to suit up to 7½ wheel and tyres. For a set of 6 to suit all Dolomite and 1500 FWD/TC models
STN 0019 per set

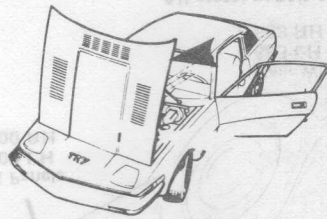
STRENGTHENING PLATES

Specially designed turret plates to suit all models above.
Supplied with instructions, etc
STN 0011
TR7 only STN 0087



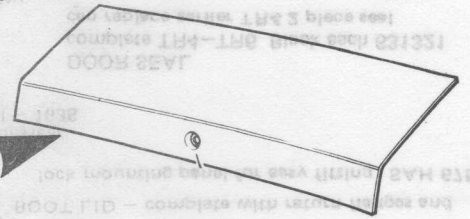
TR7 FIBRE GLASS PANELS

Similar to above but for rear wheels only - TR7 models
STN 0088



Bonnet
STR 0433

Boot Lid
STR 0434



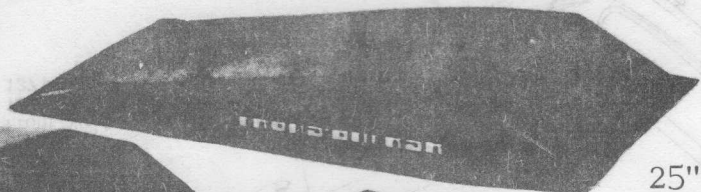
Self adhesive Body Protective Moulding Kit in Black

16ft Normal
24ft (R/R x 5)

SAH 1888-2
SAH 1888-1



POWER BULGES



25"x13"
SAH 1927-5



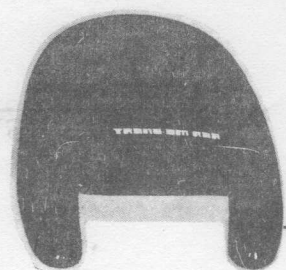
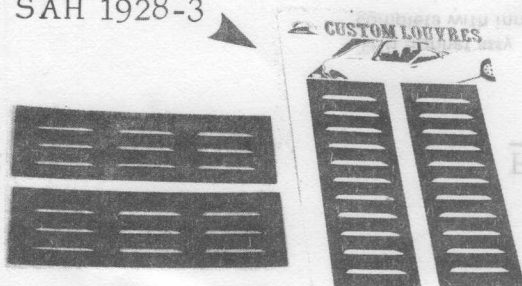
30"x14"
SAH 1927-4



22"x11"
SAH 1927-6

Custom Louvres per pair

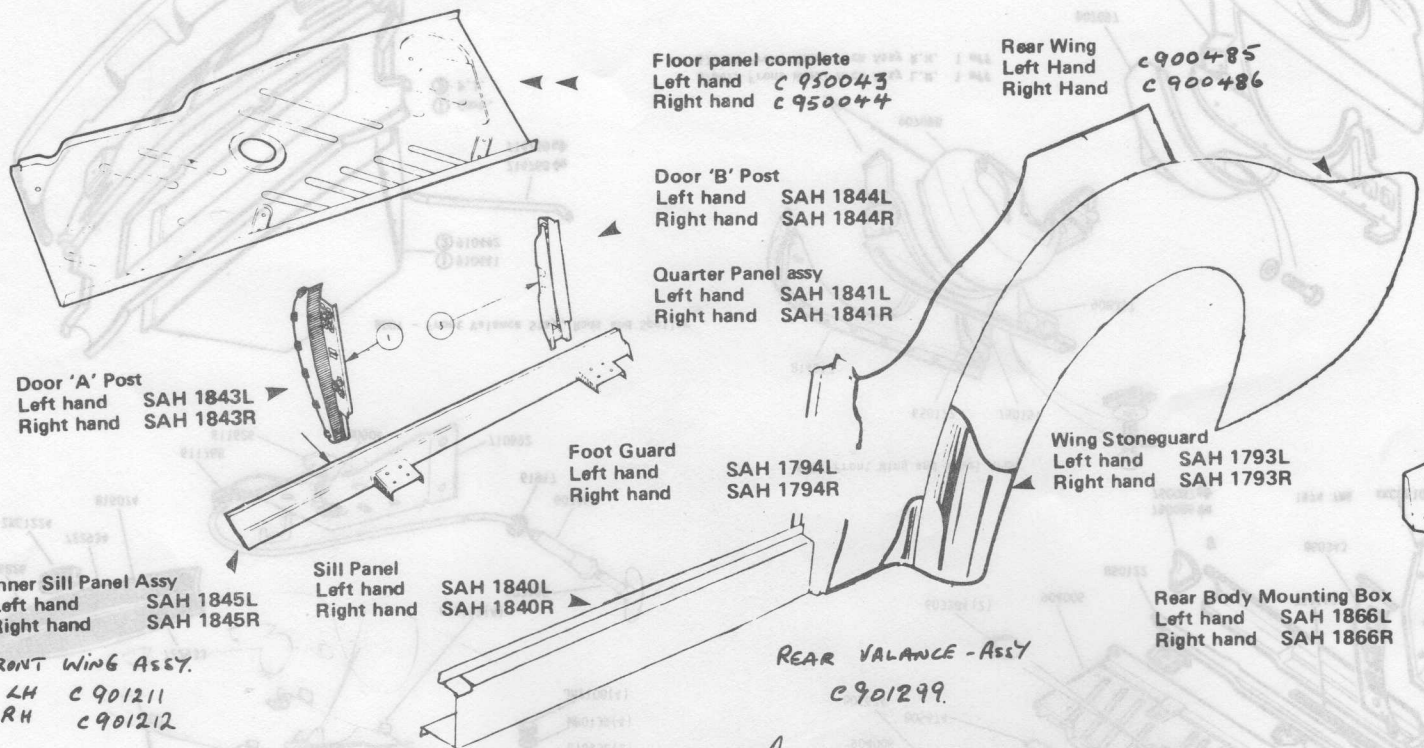
SAH 1928-1
SAH 1928-3



SAH 1927-1

METAL

Replica metal body panels to original specification wherever possible. Some items are not quite - but exterior appearance is as standard.



FRONT WING ASSY.
LH C 901211
RH C 901212

Hinges - chrome plated as original equipment

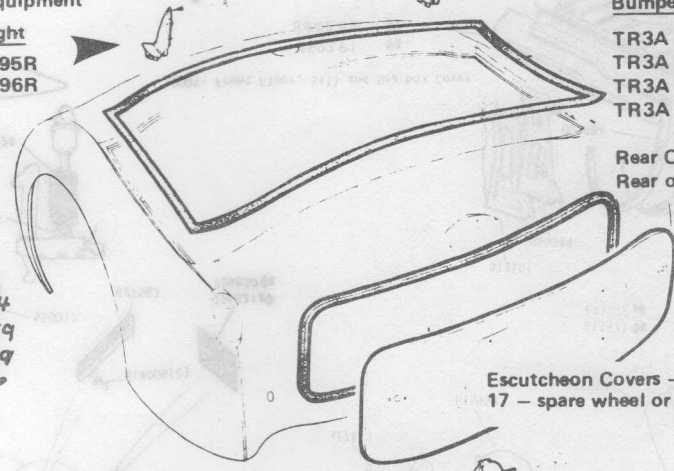
	Left	Right
Bonnett	1795L	1795R
Boot Lid	1796L	1796R

Bumpers - front

TR3A Bumper bar	C 802259
TR3A Overider, each	C 703047
TR3A Bumper iron	C 606500
TR3A Overider supports	LH C 606449 RH C 606450
Rear Overider	C 700913
Rear overider support iron	C 700912

Rubber seals

Boot - pre TS6000	C 605810
TS6001 ->	C 608434
Spare wheel	C 552559
Top windscreen	C 554339
Lower windscreen	C 704126



Escutcheon Covers - 5 no longer available, use 17
17 - spare wheel or boot lid, each C CD22241

Lens

Rear Lamp glass each	SAH 1869
Stop Lamp lens	ATA 5064
Separate side indicator lens	SAH 1871
Front side and indicator lens	37H 6928

Wing Beads Stainless steel as standard TR2-3A

Front	C 553924
Rear	C 553925
Rear lower	C 554172

Front Badge TR3A Medallion red/black
C 606422
TR3A Medallion blue/white
C 608377
TR3A - TRIUMPH
SAH 1886

REAR BADGE

Dzus Fasteners

Bonnet, each	C 552971
Mounting bracket, each	C 603079
Side screen, each	C 554720
Windscreen stanchion	C 556023

Handbrake cables - long to compensator 202069

short RH wheel	SAH 1859
long LH wheel	SAH 1860

FRONT BEAD
LH & RH SAH1805

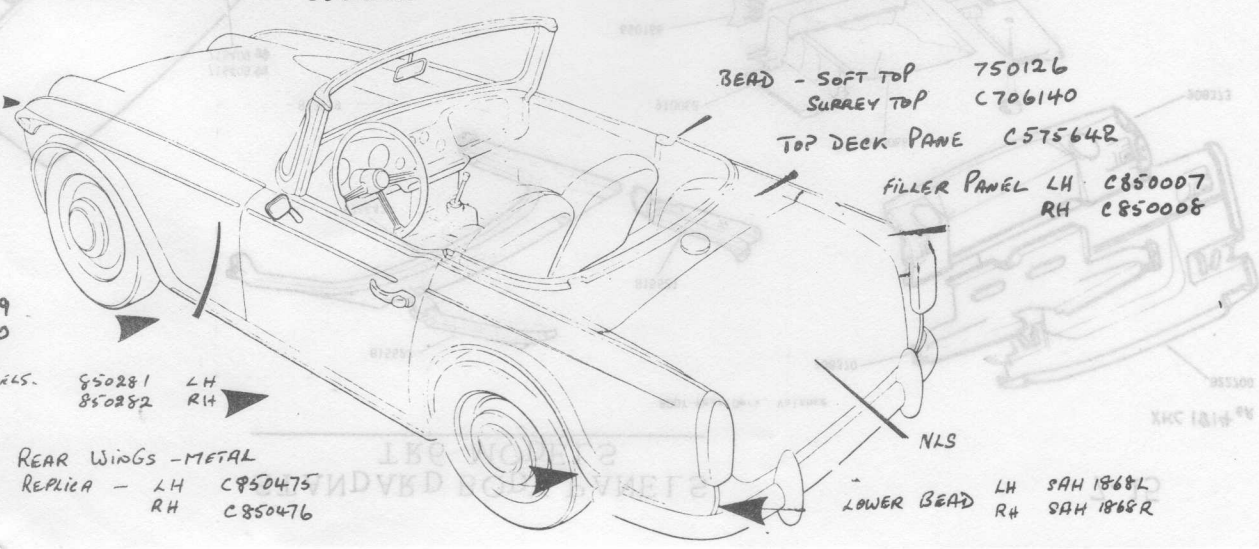
BEAD - SOFT TOP 750126
SURREY TOP C 706140
TOP DECK PANE C 575642

FRONT WING - REPLICA
LH C 950109
RH C 950110

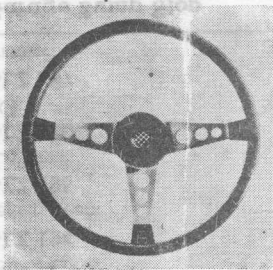
FILLER PANEL LH C 850007
RH C 850008

SILL PANELS. 850281 LH
850282 RH

REAR WINGS - METAL REPLICA - LH C 850475
RH C 850476



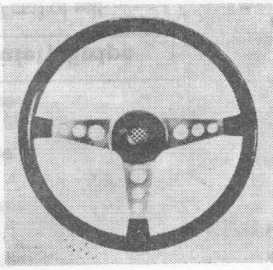
Formula steering wheels are a quality made product which meets international safety specifications and also Leyland's own specification. The rim is steel reinforced for leather or wood type.



MAHOGANY WOODRIM

Both models with leather thumb spats

HAND-SEWN LEATHER

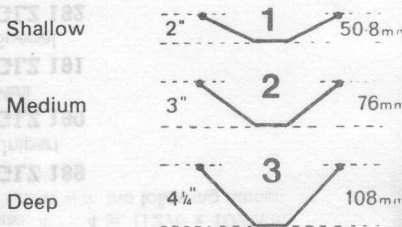


Wheel and adaptor are supplied separately to enable them to be changed to suit the car. Order adaptor and wheel as part number plus suffix, ie, 1238-22 adaptor plus 1244-2 wheel. A full range of adaptors is available to suit most models. Price on application.

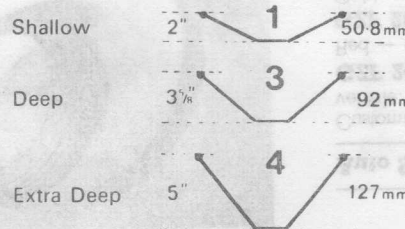
WHEEL RIMS

FORMULA 15" RANGE

FORMULA 13½" RANGE



WOOD RIM	1241-1
LEATHER RIM	1242-1
WOOD RIM	1241-2
LEATHER RIM	1242-2
WOOD RIM	1241-3
LEATHER RIM	1242-3



WOOD RIM	1243-1
LEATHER RIM	1244-1
WOOD RIM	1243-3
LEATHER RIM	1244-3
WOOD RIM	1243-4
LEATHER RIM	1244-4

No. 4 Dish not normally required - To order only.

12" leather rim for Mini or Specials - SAH 1800-1

ADAPTOR BOSS

Vehicle

SAH Part No.

Dish Recommendations

Triumph	Herald, Vitesse, GT6, TR4/4A/5/6 (all models) Spitfire models pre 75 Spitfire IV 1975-76 1300 & TC 2000 & 2.5PI MK I (up to 69) 2500, 2000 Mk 2 & 1500 (70 on), Stag Dolomite 1500 & 1850 & Sprint (all models) Toledo & Dolomite 1300 models TR7 Spitfire IV 1977 on) No. 2 recommended) No. 3 for 13) Do not fit No. 1 " " " "
		1237-20	
		1238-119	
		1238-21	
		1238-22	
		1237-63	
Rover	2000, TC & 3500 pre 76 New 3500 1976 on Range Rover) Do not fit No. 1 SD1) No. 1 recommended
		1237-57	
		1237-125	
		1237-95	
Saab	97 & 99 (up to 69) 97 & 99 (70 on) 93, 96 & V4 (up to 69) 96, & V4 (70 on)) Do not fit No. 1 or 2 " " ") No. 1 recommended "
		1237-17	
		1238-66	
		1238-79	
Austin	Mini Clubman range & Mini Mark 2 & 3 Mini Mk 1 & 2 1800 Mk 2 & S model & 2200 up to 1974 Maxi Mk 1 & 2, Austin America, 1300 GT models 1100 & 1300 Mk III, Allegro & Princess 1975 on) No. 1 recommended))))
		1237-9	
		1237-10	
		1237-13	
		1237-45	
MG	Midget Mk 2 & 3 MGB, MGC & GT models (up to 69 home & SA) 1300 2 door saloon (69/71 on) MGB & Midget (home and export 70 only) MGB & Midget all models 71-76 MGB & Midget all models 1976 on) No. 1 recommended))))))
		1237-14	
		1237-15	
		1237-45	
		1237-64	
		1238-83	
		1237-128	

NOTE: All adaptor boss kits are complete with electrical components where required.

STEERING WHEEL GLOVE

Made in real leather with holes already stamped. Supplied complete with lace for easy fitment. Superior quality leather.

To fit 14½-15" dia wheel
15½-17½" dia wheel

SAH 1387
SAH 1388



GEAR KNOBS

All gear shift knobs are self-threading and simple to fit.

'T' Bars to suit all models



Gear Knob 'T' bar leather SAH 1745
Gear Knob 'T' bar wooden SAH 1746

A/C Knobs supplied complete with emblem:

Triumph **Saab**

A. The standard model - a short leather-covered knob with beautifully straight stitching and turned-in edges top and bottom

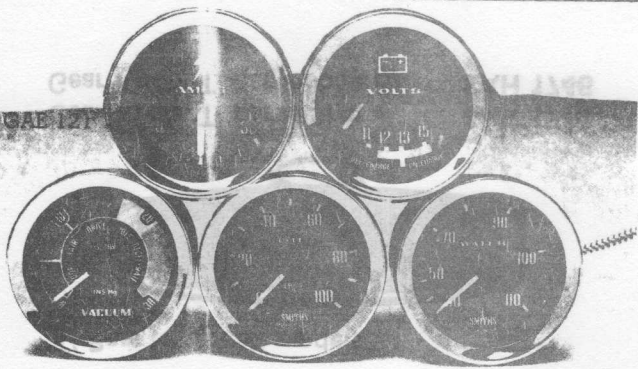
1494 2183

C. The wooden model - a medium length knob, made from highest quality turned wood, sealed to give a cool, firm grip.

1459 2182

KEY FOB Real leather key fob with enamelled emblem
As above but Leyland ST

207 2079
STR 0159



GAE 122

GAE 123

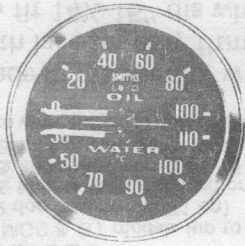
GAE 124

Ammeter 50.0.50 Alternator SAH 0084
Oil Temperature SAH 0079

Dual Gauge

Oil pressure/water temperature (can also be used for oil)

Supplied as complete kit SAH 0080



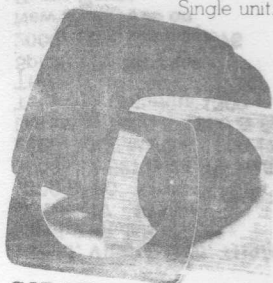
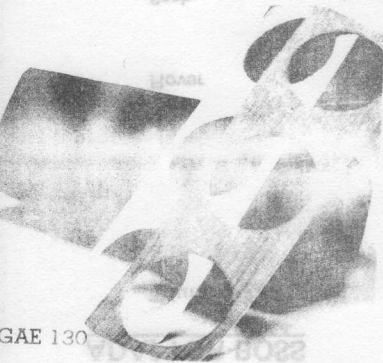
Oil Pressure Adaptor - Spare

Triumph SAH 1921
SAAB V4 SAH 2107
Oil pipe 5ft @B8659

Supplementary Instrument Mounting Consoles

Suitable for 52 mm instruments, each console is supplied with three alternative facing panels — simulated wood grain, ribbed aluminium, or grained matt black. There is a pivoted mounting for maximum adjustment

GAE 129 Single unit. GAE 130 Triple unit.



GAE 130

GAE 129

Supplementary Instruments

GAE 121

Ammeter: Vital for monitoring the electrical system. The unit will register charge and discharges to 30 amps.

GAE 122

Battery condition indicator: for 12 volt system only — this unit registers the state of the battery and will give advance warning of battery failure

GAE 123

Oil pressure gauge.

GAE 124

Water temperature gauge.

GAE 126

Performance gauge: measures manifold vacuum, thereby indicating different engine running conditions. An aid to fuel economy and the identification of engine defects.

TACHOMETERS



52mm Dia. Face with adjustable pod mounting + or - earth 4-6-8-12 cylinder GAE 175

GFA 100

First aid kit — suitable for the motorist or in the home. It contains sufficient items to cover most emergency situations.



GFA 100

Car Alarm

GSS 181

Car alarm and immobiliser.



GSS 181

Sun Strips

Self adhesive, anti-glare strip — size: 40 x 4 in. (1270 x 107 mm) Printed with the following names:

GLZ 189

Unipart.

GLZ 190

Mini.

GLZ 191

Special.

GLZ 192

GT.

GLZ 193

Rally Team.

GLZ 194

Racing Team.

GLZ 195

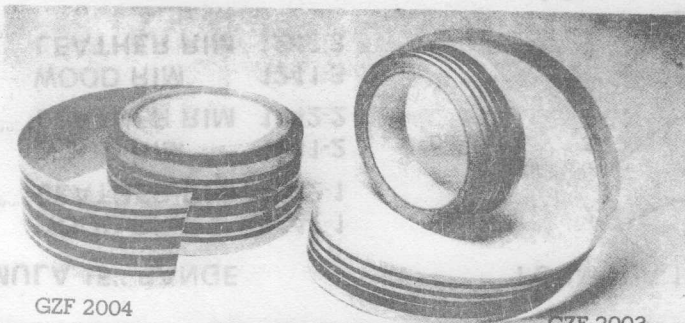
BL Cars.

GLZ 196

MG.

GLZ 197

Triumph.



GZF 2004

GZF 2003



GZF 2025

Auto Striping Kits

Customising sidestripes for any vehicle. Packed in 10 metre rolls.

GZF 2001

Red — 4 Stripe.

GZF 2002

Gold — 4 Stripe.

GZF 2003

Black — 4 Stripe.

GZF 2004

Red — 5 Stripe.

GZF 2005

Gold — 5 Stripe.

GZF 2006

Black — 5 Stripe.

Reflective Safety Stripe

One yard (91.5 cm) of self adhesive reflective tape suitable for application to car bumpers, caravans, trailers, door edges, motorcycles, etc.

GZF 2025

Reflective Safety Stripe.

Garage Bump Stop

GAC 276

Colourful foam with self-adhesive backing to protect your car doors in the garage.

Universal Mirrors

Universal fitting mirrors suitable for door or wing and to off-side or near-side. All of the mirrors meet EEC regulations. Standard fit on a number of non-Leyland vehicles. Available in four variations.

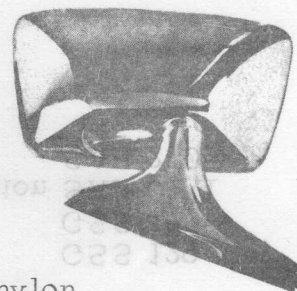
- GAM 241**
Chrome finish — flat glass.
- GAM 242**
Chrome finish — convex glass.
- GAM 243**
Black finish — flat glass.
- GAM 244**
Black finish — convex glass.



GAM 243

Polished stainless steel head, or Matt Black finish. Replaceable anti dazzle glass lined with tesadur safety tape. Vibration and car wash proof. Fixing screws concealed by plastic grommet which protects against dirt and rust. Easily fitted from outside without stripping door trim. Easily the finest door mirror available.

- | | |
|------------|-----------|
| Stainless | |
| Left hand | SAH 1443L |
| Right hand | SAH 1443R |
| Black | |
| Left hand | SAH 1960L |
| Right hand | SAH 1960R |



SAFETY BELTS & SEATS

Baby seat by Britax Kumfirider - the best seat available with Bri-nylon lining - 5 point mounting in seat

- Black @B8666 - Blk
- Tan @B8666 - Tan

Safety Harness for over 5 year old children - 4 point mounting - by Britax

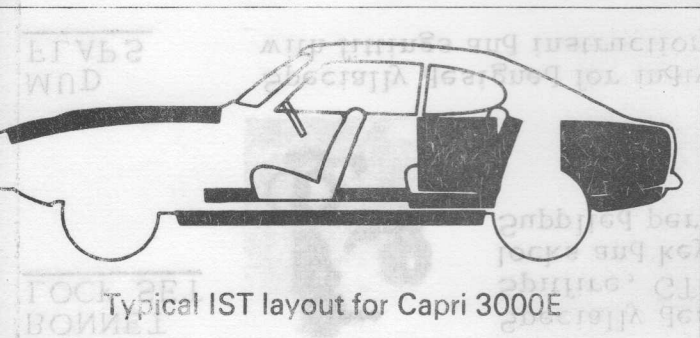
- Saloon models @B8534 - Sal
- Estate & Hatchbacks @B8534 - Est

Safety Harness - 4 point Black by Freeline

@B8010

INTERIOR SILENT TRAVEL KIT

Specially designed for every model, the kit includes all parts shaped to fit in fire-retardant rubber backed belt, special adhesive and full instructions for easy fitment. State model and year when ordering, available as follows:



Typical IST layout for Capri 3000E

- | | |
|--|-----------|
| Vitesse/Herald models | SAH 157-A |
| 1300/1500/TC/Toledo | SAH 157-B |
| All Dolomite range | SAH 157-D |
| 2000/2.5 range | SAH 157-C |
| Spitfire/GT6 models | SAH 1044 |
| TR4-6, | SAH 157-E |
| TR7 | SAH 158-A |
| Saab 96 | SAH 2185 |
| Saab 99 | SAH 2184 |
| Universal kit for any model with 3 yards material, adhesive, etc | SAH 1622 |

Kits to suit most models are also available to order.

CAR CRAWLER

Paddy Hopkirk lightweight crawler in Polypropylene - tough and resistant to usual garage fluids, extended head rest and wheels mounted on axles for increased stability

SAH 1949



SAH offer a range of competitively priced soft tops and tonneau covers for the Triumph range. These use the same type of material as standard but are supplied with metal fasteners loose ready for individual tailoring to suit your car. Manufactured in best quality PVC Nylonide. Other colours to special order plus 30% minimum.

SOFT TOPS in black

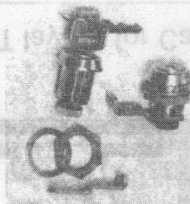
Spitfire I/II	SAH 0576	TR4	SAH 1006
Spitfire III	SAH 0440	TR4A/5 - fixed window	SAH 1017
Spitfire IV - zip window	SAH 1394	TR5/6 - zip window	SAH 1137
TR3/3A	SAH 0644	TR5/6 - fixed window	SAH 1017A
Herald/Vitesse	SAH 1016		

TONNEAU COVERS in black, right hand steering

Spitfire I/II	SAH 1096-A	TR4	SAH 1096-E
Spitfire III	SAH 1096-B	TR4A-6	SAH 1096-F
Spitfire IV	SAH 1096-C	Herald/Vitesse	SAH 1096-G
TR2/3A (Tenax)	SAH 1096-D		

Left hand steering tonneau covers to special order.

BONNET LOCK SET



Specially designed bonnet locks for all Herald, Spitfire, GT6 and Vitesse models. Two budget locks and keys complete with instructions. Supplied per set

SAH 0163

MUD FLAPS

Specially designed for individual models, supplied complete with fittings and instructions. Price per pair:

	<u>Front</u>	<u>Rear</u>
Herald/Vitesse range		514424
2000/2.5 range	GAC 633	GAC 629
Spitfire/GT6 range	GAC 634*	GAC 630
1300/1500 range	GAC 633	GAC 634
Toledo/Dolomite range	GAC 633	GAC 634
TR7	GAC 633*	GAC 633*



*Can be adapted to suit this model

LOCKING PETROL CAP

Essential for modern cars - specially designed for vehicles as listed - other models also available.

Herald/Vitesse/1300/1500 & Dolomite range	GSS 129
2000 I late/all 2000/2.5 II models	GSS 157*
TR4-6/ Spitfire/GT6 models - removable cap conversion	SAH 0131
All Saab models - 1968 on	SAH 2108

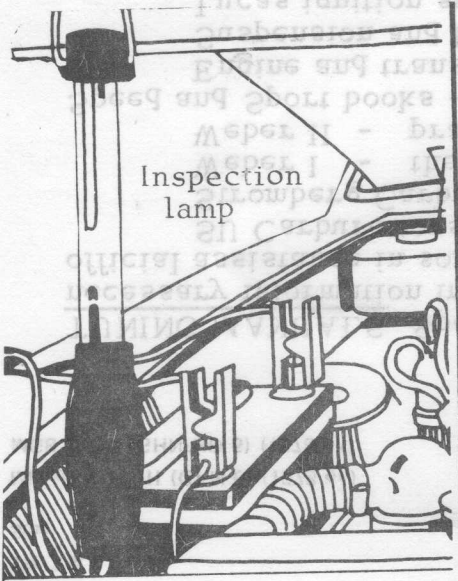


BOOT RACK

Universal type boot luggage rack in polished aluminium frame and varnished hardwood slats. The fittings to the boot lid can either be temporary or permanent - to fit all boot lids from 902-1561mm. Total size of rack platform - 864 x 356mm

GTT 165





Inspection lamp

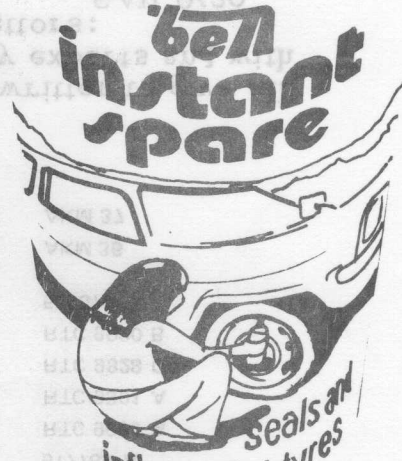
INSPECTION LAMP

Emergency fluorescent inspection lamp, 7" light aperture with good light output (6w), supplied with 6 ft leads with clip-on connections, integral hanger clip. Ideal for caravans, boats, cars or anywhere with 12 V batteries

SAH 1818

INSTANT SPARE

The DIY puncture repair kit - one pressurised can will seal and inflate car tyres to 28 psi to enable everyone to get home easily without all the problems of changing wheels, etc Simple and easy to use - just screw onto tyre valve, seals then inflates. Highly recommended SAH 1789



Seals and inflates flat tyres

FIRE EXTINGUISHERS

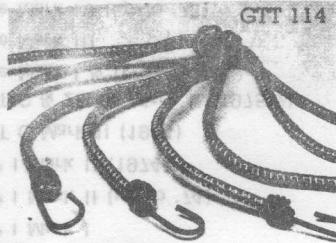
Firemaster dry powder non-toxic, fire extinguishers are thoroughly tested for extreme reliability. They are not aerosols.

- | | | |
|----------|--------------|----------|
| FM20 | 1½lbs (570g) | @B 8533 |
| Commando | 2 lbs (910g) | SAH 1878 |



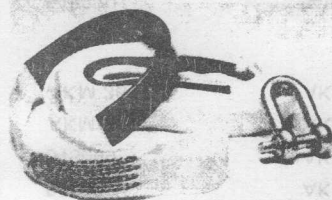
Fire Extinguisher

GEF 102 Fire extinguisher—2½ lb dry powder fill with non-toxic, non-staining properties (refills available).



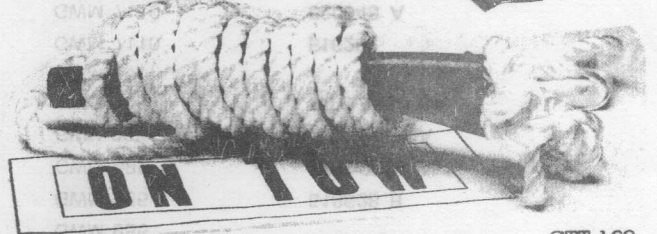
GTT 114

GTT 114
Towing strap — eight arm articulated luggage claw.



GAT 139

GTT 139
Towing strap — high quality nylon towing strap approx. 5 yds (4.57 m) supplied with shackle fitting.



GTT 169

GTT 168
1½ ton tow rope — polypropylene.

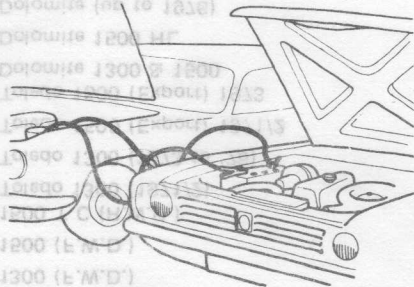
GTT 169
2 ton tow rope — polypropylene. Both the above tow ropes are supplied with an "on tow" sign.

GAC 267

Warning Triangle — strongly constructed and essential when touring in most European countries. Complies with EEC requirements.

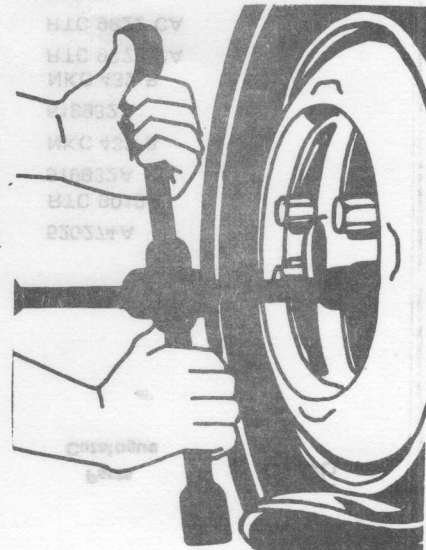
JUMP LEADS

8ft long booster cables for easy starting of car with 'low' battery voltage - the only way for automatics. Complete with free 'flat battery' sign SAH 1819



WHEEL BRACE

Stowaway folding type- Flat when not in use. All popular sizes from 11/16" AF to 22mm Maximum leverage SAH 1824



	Owner Handbook	BL	Auto Books	
Herald 1200/1250			GWM 830	
Herald 13/60	545037		B 8660-761	
Vitesse 1600			GWM 905	
Vitesse 2000 Mk I		512947	GWM 905	
Vitesse 2000 Mk II		512947	B 8660-723	
1300 (F.W.D.)	512901	512908	GWM 8700	520274 A
1500 (F.W.D.)	545122	545130	GWM 8700	RTC 9019A
1500 T C (R.W.D.)	545636	545637	GWM 975	519932A
Toledo 1300 (1971/2)	545116	545168	GWM 975	NKC 432 B
Toledo 1300 (1973 to '76)	545116	545168	GWM 975	519932A
Toledo 1500 (Export) 1971/2	545140	545168	GWM 975	NKC 432 B
Toledo 1500 (Export) 1973	545140	545168	GWM 975	RTC 9822 CA
Dolomite 1300 & 1500	AKM 3606	AKM 3626	GWM 9070	RTC 9822 CA
Dolomite 1500 HL	AKM 3605	AKM 3627	GWM 9070	520502 C
Dolomite (up to 1976)	545131	AKM 3628 A	GWM 7620	RTC 9822 CA
Dolomite 1850 HL (1976 on)	AKM 3604	AKM 3628 A	GWM 7620	RTC 9006 B
Dolomite Sprint (up to 1976)	545601	AKM 3629		RTC 9822 CA
Dolomite Sprint (1976 on)	545601	AKM 3629		
2000 Mark I	545007	AKM 3974	GWM 985	518628 B
2000 Mark II (up to '74)	AKM 3617	AKM 3974	GWM 985	RTC 9064 A
2000 Mark II (1974)	AKM 3617	AKM 3974	GWM 985	RTC 9820 CA
2000 Mark II (1975/7)	AKM 3617	AKM 3974	GWM 985	
2. 5. P I Mark I	545066	AKM 3974	GWM 985	
2. 5. P I Mark II (up to '74)	545099	AKM 3974	GWM 985	518628 B
2. 5. P I Mark II (1974)	545099	AKM 3974	GWM 985	RTC 9064 A
2500 T C Mark II (1974)	AKM 3617	AKM 3974	GWM 985	RTC 9064 A
2500 T C & 2500S Mark II (1975/7)	AKM 3617	AKM 3974	GWM 985	RTC 9820 CA
Spitfire Mark I & II			GWM 905	
Spitfire Mark III			GWM 7110	516282
Spitfire Mark IV (up to '73)	545220	545254	GWM 7110	520948 A
Spitfire Mark IV (1974)	545220	545254	GWM 7110	RTC 9008 A
Spitfire 1500	RTC 9221	AKM 3984 A	GWM 7110	RTC 9819 CA
GT 6 Mark I	512944	512947	GWM 905	515754
GT 6 Mark II	545057	512947	B 8660-723	515754
GT 6 Mark III		512947		520949 A
TR 2-3			B 8660-098	
TR 4		AKM 3646	B 8660-778	510978
TR 4 A	512916	AKM 3646	B 8660-778	
TR 5 P I		AKM 3646	B 8660-826	516915
TR 6 P I (up to '74)	545078	AKM 3646	B 8660-826	517785 A
TR 6 P I (1974/76)	545078	AKM 3646	B 8660-826	RTC 9093 A
TR 7 (1976/78)	RTC 9210	AKM 3079 A		RTC 9301 A
TR 7 (1979 on)	RTC 9210	AKM 3079 A		RTC 9828 CA
TR 7 & 8				RTC 9020 B
Stag	545105	AKM 3966	GWM 8080	519579 D
Midget Mark III (GAN 6) (1978 on)	AKM 3229	AKM 4071	GWM 7450	AKM 36
MGB & GT (GHN/HD 5) (1978 on)	AKM 3661	AKM 4070	GWM 7450	AKM 37

TUNING MANUALS Speed and Sport tuning books, specifically written to give all necessary information including jets and needles, etc; written by experts and with official assistance in some cases. To suit the following carburettors:

SU Carburettors

SAH 0439

Stromberg Carburettors

SAH 1230

Weber I - theory

SAH 0446

Weber II - practice

SAH 1651

Speed and Sport books - How to Tune

Engine and transmissions

SAH 1707

Suspension and brakes by M. Watkins

SAH 1708

Lucas ignition systems

SAH 1709

Theory and practice - Cylinder heads - D. Vizard

SAH 1710

Modifying Production Cylinder head - C. Trickey

SAH 1807

ALL THE ABOVE PARTS ARE EXEMPT FROM VAT



QUICK GASKET

Makes any size or type of sealing gasket, ideally replaces cork or paper gaskets. For all types of application - 850g

SAH 1826

CARBURETTOR CLEANER

Removes carbon and gum/varnish from the carbs and combustion chambers - highly recommended.

368g can

SAH 1827

MAG WHEEL CLEANER

Restores polished finishes by removing oxidation and is easily wiped off. Ideal to restore all aluminium polished finishes before recoating - non aerosol.

SAH 1828



MAG LAC

Clear coating for all aluminium - resists oxidation and corrosion for wheels or anywhere likely to be affected by corrosion.

SAH 1831

IGNITION SEAL

For smoother engine performance - protects all ignition wiring from weather damage; prevents corrosion and arcing.

SAH 1830

GASKET CEMENT

Pure copper spray to assure tight seals on all cork, paper or metal gaskets especially on high compression engines. Also makes threaded fittings and hose connections leakproof.

SAH 1832

ENGINE ENAMELS

Specially formulated air drying gloss finish for engines and all castings - gives good quality finish. Available as follows:

- SAH 1833-
- Red - R Aluminium - A
- Black - Blk Green - G
- White - W Gold - GD
- Yellow - Y Blue - B



GREASE AWAY

Dissolves all grease and engine grime to enable easy rinse off with water hose - no high smell. In easy to use spray can

SAH 1829



MATT BLACK

Specially formulated to give lasting dull textured finish for anti-glare or custom appearance

SAH 1834 -M

Satin Black Finish SAH 1834 -S

WRINKLE FINISH

Suitable for majority of surfaces, gives high quality of black wrinkle finish. Resistant to grease, engine cleaners and extreme weather. For most custom applications

SAH 1839

WINDOW TINT

High quality anti-glare spray for all windows (car, boat, etc) Protects against eye strain, heat and driver fatigue.

Available in autumn smoke SAH 1835



VHT COATING

The only long lasting VHT exhaust spray

suitable for all exhaust manifolds, etc, where improved appearance is essential to be long lasting.

340g

Available in:

SAH 1837-

- Aluminium - A
- Black - Blk
- Orange - OR
- Red - R
- Gold - GD
- Blue - B
- Silver Grey - SG



ENGINE LUBE

Specially formulated to reduce initial drag on rebuilt high performance engines. Less wear and easier running - highly recommended

SAH 1836



Have a good day!
Smiley Sperex

NU-RACK

The new way of carrying luggage or awkward items - ladders, skis, boats or suitcases. Simply line up position on roof or boot, turn the lever to obtain suction enough to withstand '3G' loading - more than any car can obtain. Strap items in position. When not required it is easily removed and stowed in the boot. Solves transportation problems in seconds without damage to car when not required.

Per set of 4 pads complete

SAH 1750

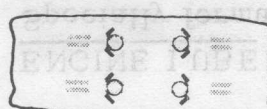
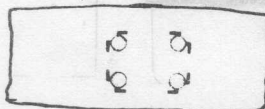
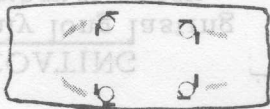
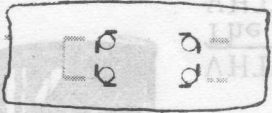
LADDERS

BOATS

LUGGAGE

SKIS

BOOTRACK



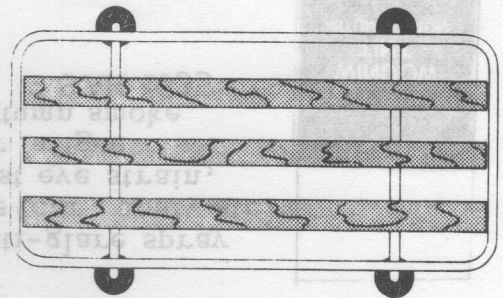
Paddy Hopkirk clip-on rack in lightweight anodised aluminium surround and wooden slats, available in two sizes:

Standard - 16" x 33½"

Narrow - 14½" x 39½"

SAH 1712

SAH 1676

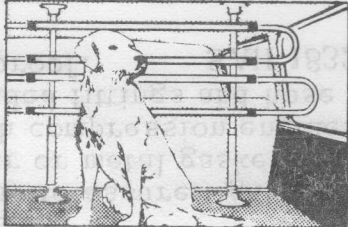


IN THE INTEREST OF SAFETY-FOR YOU AND YOUR DOG make sure you have a

DOG/CARGO GUARD

Manufactured from best quality materials and finished in non-toxic paint to Home Office safety regulations. Rounded-edges on all bars give added safety to your dog.

FOR ALL ESTATE CARS from a Range-Rover to a Mini Clubman Easily fitted - telescopic adjustable bars allow you to fit it to any size vehicle and change it from car to car. Comes complete with Allen key for easy adjustment. No protruding screws - absolutely safe for your dog. Can also be used as an effective cargo barrier for vans and estate cars.



Fully adjustable boot rack with chrome end frame and triple plastic coated centre bars with back stop, fully adjustable to suit all cars. Size: 13" deep x 40-48" wide

GTT 619

Full range of roof racks also available from stock. Price on application.

Paddy Hopkirk adjustable dog guard to suit all estate cars, essential for safety. Size: 27-44" high x 36-54" wide
As above but designed for Rover SD1 Range

SAH 1713

SAH 1713A

SIPHON GUARD

A unique and simple way to deter the petrol thief. Suitable for most cars with under floor petrol tanks. Locks securely in the filler pipe. Does not obstruct petrol filler gun. Easily fitted with simple inserting tool provided. Made from stainless steel.

SAH 1753

DRAINER CAN

This reusable blow moulded plastic container is the answer to oil changing and disposal problems. Holds approx 8 litres (14 pts) of oil. Made from a special grade of plastic suitable for hot engine oil. Will fit under the sump on all popular cars. Can be stored vertically or horizontally.

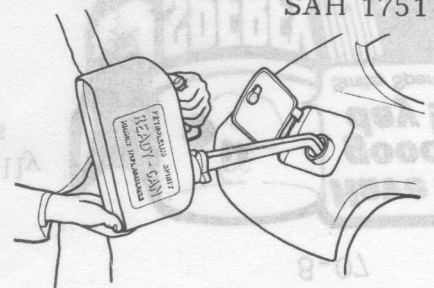
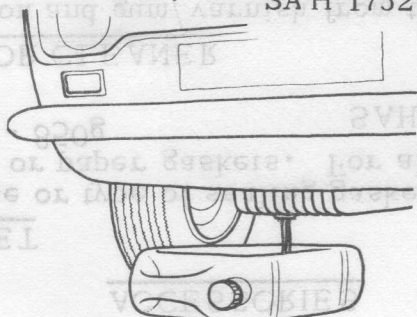
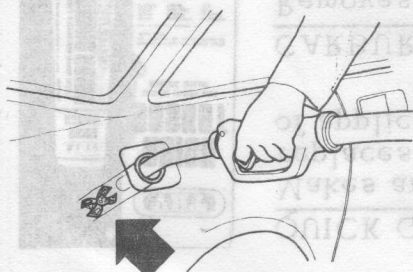
SAH 1752

READY CAN

The safe petrol can, made and tested in accordance with Home Office recommendations. Welded steel construction with leakproof nylon cap and retaining ring. Extra long vented spout to enable the full contents to be emptied into any tank without spillage.

size : 5 litres (1.1 gals)

SAH 1751



Rally Jacket

Three-quarter length fully quilted jacket in blue with white and red stripes. Double action zip and double cuffs.

Illustration 'C'

	Size
STR 0638	26"
STR 0639	28"
STR 0640	30"
STR 0641	32"
STR 0690	34"
STR 0361	36"
STR 0362	38"
STR 0363	40"
STR 0364	42"
STR 0365	44"
STR 0691	46"



Lightweight Jacket

Modern style of waist fitting windcheater in blue with white/red stripes.

Button down chest pocket with Motorsport emblem.

	Size
STR 0642	26"
STR 0643	28"
STR 0644	30"
STR 0645	32"
STR 0355	34"
STR 0356	36"
STR 0358	40"
STR 0359	42"
STR 0360	44"
STR 0357	38"
STR 0358	40"
STR 0359	42"
STR 0360	44"

Woven Badges

- Motorsport STR 0377
- Emblem - Leyland STR 0378
- ST STR 0820



- Leyland ST Tie STR 0138
- Leyland ST Keyfobs STR 0159

Decals - Exterior



- S/T 9" x 6" STR 0121
- S/T 13" x 4" STR 0763
- S/T 8" x 2" STR 0764
- TR7 Decal Shape STR 0809

Tee Shirts

Motorsport (as above)

I'm Way Out in Front with Leyland ST

- Small STR 0368 STR 0380
- Medium STR 0369 STR 0381
- Large STR 0370 STR 0382



Tie, Jumper, Overalls

- GUC 200**
Unipart tie.
- GUC 201**
Jumper - 'V' neck - Small.
- GUC 202**
Jumper - 'V' neck - Medium.
- GUC 203**
Jumper - 'V' neck - Large.
- GUC 204**
Jumper - 'V' neck - Extra Large.
- GUC 205**
Jumper - Crew neck - Small.
- GUC 206**
Jumper - Crew neck - Medium.
- GUC 207**
Jumper - Crew neck - Large.
- GUC 208**
Jumper - Crew neck - Extra Large.
- GUC 209**
Nylon Overall - Small.
- GUC 210**
Nylon Overall - Medium.
- GUC 211**
Nylon Overall - Large.
- GUC 212**
Nylon Overall - Extra Large.



SAH SAABTUNE SPEED EQUIPMENT plaque

SAH TUNED plaque

SAH TRIUMPH TUNE windscreen decal, white on green

red on white - 6" x 1 1/2" PM 3

red on black - 6" x 2 1/2" PM 4

PM 5



UNIPART

Rally Jackets



BOMBER JACKETS

A modern waist fitting wind cheater in wet look nylon in a stylish lightweight design. Slim fitting and extremely attractive with button down chest pocket and sleeve striping. Available in either red or blue in adult sizes only.

Red	Chest Size
GUC 124	34
GUC 125	36
GUC 126	38
GUC 127	40
GUC 128	42
GUC 129	44

Blue	Chest Size
GUC 118	34
GUC 119	36
GUC 120	38
GUC 121	40
GUC 122	42
GUC 123	44

BLUE THRUXTON JACKET

A stylish, slim fitting ski jacket in superb blue wet look. The jacket is fully quilted for warmth and is designed with eye catching shoulder flashes and red and white sleeve striping. Two zipped waist pockets and a zipped chest pocket.

Available in Adult sizes only

	Chest Size
GUC 112	34
GUC 113	36
GUC 114	38
GUC 115	40
GUC 116	42
GUC 117	44



RED SILVERSTONE JACKET

The all occasion sports jacket to fit the whole family. Made in bright red single line quilted nylon, shower proofed with a zipper hood behind the collar, Delvine zips to the chin, one chest pocket, two waist pockets and large inside pocket. Special blue over white stripes on the sleeves with racy Unipart badges.

Childrens

	Chest Size
GUC 101	24
GUC 102	26
GUC 103	28
GUC 104	30
GUC 105	32

Adults

	Chest Size
GUC 106	34
GUC 107	36
GUC 108	38
GUC 109	40
GUC 110	42
GUC 111	44

Indy

The Indy is available in adult sizes only and combines a fully quilted slim-fitting jacket style with distinctive white-over-red stripe on the sleeve. Add in the tough Delvine front zip and two zipped waist pockets and you have a very attractive jacket.

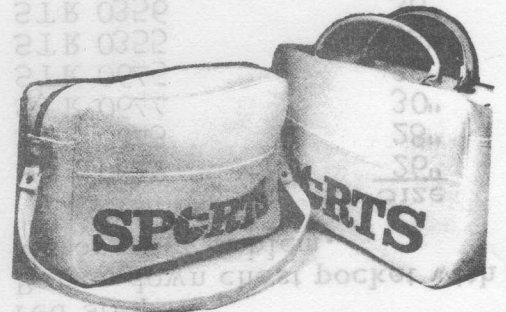
Adults' Chest Sizes:

GUC 141	34 in.	GUC 144	40 in.
GUC 142	36 in.	GUC 145	42 in.
GUC 143	38 in.	GUC 146	44 in.

Brands

A modern waist-fitting bomber jacket, fully-quilted with elasticated waistline and cuffs. The Brands give you style and comfort in a very attractive way. Available to fit all the family.

GUC 147	24 in.	GUC 152	34 in.
GUC 148	26 in.	GUC 153	36 in.
GUC 149	28 in.	GUC 154	38 in.
GUC 150	30 in.	GUC 155	40 in.
GUC 151	32 in.	GUC 156	42 in.
		GUC 157	44 in.



Sports Bags

Available in two sizes these attractive, versatile bags are manufactured from a high quality material and each bag comes with a Sport/Unipart motif printed on either side.

GLZ 611	Smaller version with adjustable shoulder strap.
GLZ 612	Large grip handle bag.

Rally Jackets

Monaco

Gives wet-look nylon appeal with contrasting stretch fabric side panels for a very comfortable fit. A long-life Delvine zip does up right to the chin for maximum protection and there are two zipped waist pockets and zips on the cuffs. Available for all the family.

GUC 130	24 in.	GUC 136	36 in.
GUC 131	26 in.	GUC 137	38 in.
GUC 132	28 in.	GUC 138	40 in.
GUC 133	30 in.	GUC 139	42 in.
GUC 134	32 in.	GUC 140	44 in.

MG 52078 EBN

SPECIFICATION PAGE

9-01

Model	Approx Year	Engine Number	cc	Cyl Head Ref. No.	Camshaft Ref. No.	NOTE
Herald 948	60-62	All models	948	48A		
1200	62-70	GA 1 -	1147	46		
12/50	65-67	GD 1 - 55689	1147	46		Note 1
13/60	67-71	GE 1 - 83433	1296	42		17
Spitfire I/II	64-67	FC 1 - 88904	1147	47		
III	66-70	FD 1 - 92803	1296	42		16
IV	70-72	F/H/R/L 1 - 25000	1296	42		
IV	73-74	FH 25001 -	1296	43		
IV 1500	75-76	FM 28001 -				
IV 1500	77-78	FM 80001 -				
IV 1500 USA	73 -	FM 1 - 28000	1496	45		
IV 1500 USA	75 -	FM 28001 -	1496	45		
IV 1500 USA	76 -	FM 40001 - UCE & FM80001 -	1496	45		
Toledo 1300	70-72	DM/S 1 - 25000	1296	42		
1300	72-75	DM/S 25001 -	1296	43		
1500 Euro	72-73	DM/S 1 - 5000E	1496	44		
1500 Euro	73 -	DM/S 5001 -	1496	45		17
		10001 -	1496	45		
1300 FWD SC	65-69	RD	1296	4		
1300 FWD TC	66-69	RF	1296	4		16
1500 FWD	70-71	WB 1 - 3000	1496	44		
1500 FWD	72-73	WB 3001 -	1496	45		
1500 TC	73-76	YC 1 -	1496	45		
Dolomite 1300	76 -	DH 1 -	1296	43		17
1500/HL	76 -	YC 1 -	1496	45		
1850/HL	71 -	WF 1 -	1850			
Sprint	74 -	VA 1 -	1998			
Vitesse 1600	62 -	HB 1 -	1596	61		
2 litre I	65-68	HC 1 - 50000	1998	62		
2 litre II	68-71	HC 50001 - 58109	1998	63		
GT6 I	66-68	KC/D 1 - 50000	1998	62		
II	68-70	KC/D 50001 - 83298	1998	63		
III	79-71	KE/F/G 1 - 10000	1998	63		
III	71-72	KE/F/G 10001 - 20000	1998	64		
III	72-74	KE/F 20001 -	1998	65		
2000 I	65-69	MB 1 - 120927	1998	62		18
II	69-71	ME 1 - 50000	1998	63		
II	72-74	ME 50001 -	1998	64		
II	74-75	ML 1 - (SU)	1998	65		
2000 TC	75-77	ML 20001 -	1998	65		
2.5 PI I	68-69	MC 1 - 6854	2496	66		
II	69-72	MG 1 - 50000	2496	66		
II	72-74	MG 50001 -	2496	64		
II	74-75	MG 75001	2496	65		
2500 TC	74-75	MM 1 - 20000	2496	65		
TC	75-77	MM 20001 - 50001	2496	65		
2500 S	75-77	MM 10001 - 50000	2496	65		
TR5 PI	61-69	CP 1 - 25000	2496	66		19
TR6 PI	69-72	CP 25001 - 75000	2496	66		
TR6 PI	72-73	CP 75001 -	2496	64		
TR6 PI	74-76	CR 1 -	2496	65		
TR 250 Carb	67-68	CC 1 - 25000	2496	67		
TR6 Carb	68-69	CC 25001 -	2496	66		18
TR6 Carb	69-72	CC 50001	2496	66		
TR6 Carb	72-73	CF 1 - 12500	2496	65		
TR6 Carb	74-76	CF 12501 -	2496	65		
TR6 Carb	8/74-12/74	CF 27 001 -	2496	65A		
TR6 Carb	1/75-76	CF 35001 - and 9/75 CF 50001 -	2496	65A		
TR7 2L 8V	Europe 75 - 78	CG -	1998			K
2L 8V	Emission	CL/V	1998			K
TR7 V8	Europe 79 -		3496			M
	Emission 79		3496			M
TR4	62 - 64	CT	2138			N
TR4A	65 - 67	CTC	2138			N

ENGINE NUMBER SUFFIXES :-
 HE - High Compression - normal UK UE - Federal Emission
 LE - Low compression UCE - California Emission
 → BW - Auto ESS - Exchange - Factory unit

Note 1 : GA 178100 - GD 59744 16
 GA 17801 - GA 177973 & future, GD 59745 - 17

NOTE : For customers requiring replacement standard camshafts the letters A - N show standard fitment and below relevant part number.

476A - 306785	D - 311399	G - RKC 3305 (312188)	K - 214643
2.5PIB - 308778	E - 307689	H - 212359	L - 312132
C - 307621	F - 212164 (NLS)	J - 213028	M - ERC 2003
			N - C 307036

AXLE RATIOS

9-02
SAH
Ref No.

Model	Year	Axle Number	Std Ratio	Auto or O/D Ratio	CARRIER	SAH Ref No.
Herald 948	59-61	GA1 →	4.55			
1200 range	61 →		4.11			28
13/60		GE1 →	4.11			
Spitfire I/II/III	63 →	FC1 →	4.11			28
IV	→ 74	FH1 → & FK 25001 →	3.89	USA 4.11		26
IV	74-75	FH 50001 →	3.89			27
IV 1500	75-80	FRI →	3.63			27
IV 1500 USA	75-80	FH 50001 →	3.89			27
Toledo 1300	→ 12/73*	DG 4001 →	4.10			26
1300	74 →	DMI →	4.10			27
1500	→ 12/73*	DM 1001 →	3.89			26
1500	74 →	DMI →	3.89			27
1500 TC	75 →	DMI →	3.89			27
Dolomite 1300	76 →	DG1	4.11		21H5478	27
1500/HL	76 →	DMI →	3.89		21H5478	27
	78 →	DPL →	3.89		+ RKC 1983	27
Dolomite 1850	71 →	- WF/E 4000 only	3.63	A/3.27		26
		WE/F 40001 → & future	3.63	A/3.27		27
Dolomite 1850 HL	76 →	WF/G 1 →	3.63		21H5478	27
	76 →	WF/G 1 →		A/3.27	307642	27
	78 →	WF 14278 →	3.63		+ RKC 1983	27
	78	WF 14278 →		A/3.27	+ RKC 2803	27
Dolomite Sprint	74 →	VA1 →	3.45			25
Vitesse 1600	65-66	HB 1 →	4.11			28
2 litre I	66-68	HC 1 →	3.89			30
2 litre II	68-70	HC 50001 →	3.89			30
GT6 I & II		KC/D 1 →	3.27	O/D 3.89		30
III		Up to comm no KE/F 20000	3.27	O/D 3.89		26
III		From KE/F 20001 →	3.27	O/D 3.89		27
2000 Mk I & II	→ 74	All models	4.11	A/3.7		29
2000 TC	74 →	ME 1 → 61621	4.11	A/3.7		29
		ME 61621 →	4.11	A/3.7		25
2.5 PI Mk I & II	→ 74	MG →	3.45			29
MK II	74 →	MN 1 → 57568 approx	3.45			25
2.5 TC/S	74 →	MG	3.45			25
TR2-4A	52-68		3.70			29
TR5-6-250-6CARB	→ 71		3-45			29
TR6-6CARB	71-73		3-45			25
TR6	74 →		3-45			25
TR7 2L 8V 4 SPEED	75-78	CG1 →	3-63		21H5478	27
	79 →	CG51494 →	3-63		+ RKC 1983	27
TR7 2L 8V AUTO	75-78	CT1 →		A 3-27	307642	27
	79 →	CT 2054 →		A 3-27	+ RKC 2803	27
	77 →		3-91		+ RKC 2061	31
TR7 V8 5 SPEED	80 →		3-08		+ RKC 2061	31
	80 →			3-08	+ RKC 2061	31

* Models prior to this contact SAH for details

CAM FOLLOWERS

Small Type:

4 cyl:	Herald	→ GA 177972, GA 178001-178100 only
	Spitfire	→ FL 61022 only
6 cyl:	Vitesse 1600	→ HB 29803 and 28956-29599
	2000 saloon	→ MB 33408 automatic
		+ MB 33532 manual

All other models are fitted with large diameter 0.875"

NOTE: If your block is the early type and you require Stage II or III profile, SAH recommend that the block is bored to fit the 0.8 type in the interests of reliability.

Re SAH 375 Camshaft - Small Bearing 370 Profile

SAH regret that this unit has been withdrawn due to non-availability of camshaft blanks.

For Herald models up to GA 178100 or GD 59744, to fit this profile camshaft it is necessary to line-bore the block to enable the later large bearing camshaft to be installed.

On Spitfire models, if the camshaft bearings are removed the large bearing type camshaft can be installed.

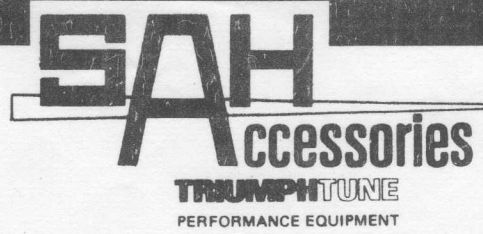
SAH 788 Camshaft - Large Bearing 370 Profile

† THESE CARRIERS ARE SUPPLIED AS A KIT - ASSEMBLED WITH INTERNAL SPIDER GEARS.

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- SAH 2 4 cyl OHC
- SAH 3 6 cyl range
- SAH 4 TR2-4A
- SAH 5 Saab V4 — 1850cc

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